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WITH SUPPLEMENT AND COLOURED SUPPLEMENT) TENPENCE

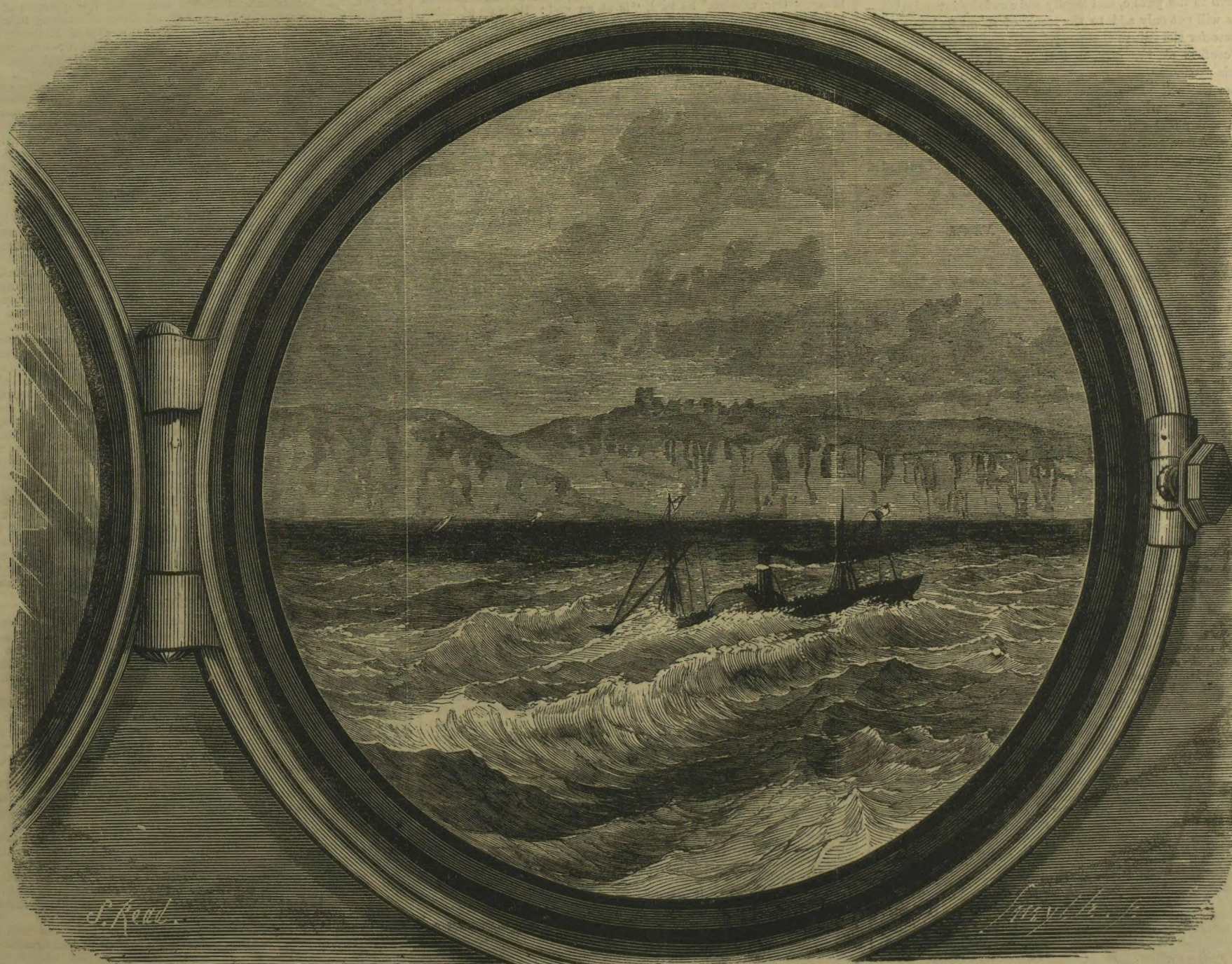
THE "GREAT EASTERN."

So entirely is the public attention fixed upon the progress of the *Great Eastern* that the terrible explosion off Hastings may be scarcely said to have surrounded her with more national interest than was linked with her fortunes from the moment that her paddles first churned the waters of the Thames. Not even the ominously bad news from China, or the daily-increasing complications of European policy, are sufficient to distract attention from her fate and her achievements. The last part of her history is as extraordinary as the first, and her fortunes are as marvellous as her size. Like the old mythological heroes, she is ushered into the world amid signs and portents. Omens both of good and of evil have surrounded and followed her from her first conception. Every incident in her career has partaken of the grand and the poetical. There is an epic sublimity in all that relates to her such as befits the Titan of the Deep. Difficulties, pecuniary, physical, and moral, have beset her from the first. She has had to struggle against evil tongues and evil fortunes. But she has silenced the one and triumphed over the other. The very elements and powers of nature seem to have

revolted against her only to be conquered and brought into subjection. The difficulties of her launch threatened at one time to be fatal to the whole enterprise; but skill, courage, and perseverance overcame them all. The perils of her trip down the river were as many and as formidable. The snapping of a chain cable at a particular moment might have sent her ashore a helpless mountain of iron. But she survived this danger and a hundred others, and floated triumphantly to sea amid the exultation of thousands who saw and of millions who read of the achievement. No one dreamed of any other perils but such as in the ordinary course of nature all those who "go down to the sea in ships" must expect to encounter, but which in this case were lessened by the very magnitude of the noble vessel that was to brave them. Suddenly, and at a moment when no one suspected evil, when the storm had swept over her pathway, and made no perceptible difference in her motion, and when all was merriment and rejoicing on board, Danger came in a new shape. The docile and obedient Steam—an admirable slave, but a fearful master—was outraged in the laws of its existence by the neglect or ignorance of some one who has, perhaps, paid the penalty of his error with his life, and an explo-

sion ensued which would have been the utter destruction of any other ship which ever floated, but which in the case of the *Great Eastern* only proved how superior she is to the ordinary, or even extraordinary, casualties of steam navigation.

We shall say nothing at present of the origin of the accident that so terribly signalised the first voyage of the *Great Eastern*, and shall not imitate the example of some of our contemporaries by throwing blame in any quarter. A proper tribunal is engaged in the investigation, and, where blame is due, the blame, we hope, will be cast, irrespective of rank or position. If he whose neglect caused the explosion have gone to his final account, let the coroner's jury affix the stigma upon his memory. If he be still living, let him be held responsible, both to the law and to public opinion, for the misery and loss of life he has occasioned. Our present object in writing upon the calamity is to reiterate that faith in the "Great Ship" which we have always expressed and entertained; and to show that this disaster has but added a new and greater triumph to all that have preceded it, and proved, terribly but most conclusively, the soundness of the principles on which she has been constructed. Those among the crew and passengers who fortunately happened to be a few yards beyond



OFF DOVER: A VIEW FROM ONE OF THE SALOON PORTS OF THE "GREAT EASTERN," SKETCHED DURING THE GALE ON FRIDAY WEEK.—SEE PAGE 253.

the focus of the accident were aware of no particular commotion in the vessel. They heard a noise, but felt no shock; persons drinking wine in a neighbouring cabin, and raising the glasses to their lips, observed no tremor at the table, or in their glasses; and the funnel flying in the air, and a shower of broken glass and splintered cabin fittings, alone betrayed to those upon deck that there had been an explosion. But the great and gratifying fact that the fabric of the vessel was left intact, and that every compartment but that in which the explosion had taken place was as safe as the barrels of a revolver from which the shot had been fired, became gradually apparent; and the *Great Eastern*, without quenching her fires or stopping her paddles, held on her way to her appointed port, as smoothly and majestically as if nothing had happened. In all the manifold triumphs of modern science we know of none so signal as this. The greatest safety of the vessel was proved in the moment of her greatest danger; and, although a momentary want of confidence in the public mind may be the result, the distrust will not extend to shipbuilders, engineers, men of science, or those who think for themselves. The unfortunate death of Mr. Huskisson at the opening of the Liverpool and Manchester Railway seemed of evil augury to railway enterprise, and for a few weeks, perhaps, prevented the timid from travelling by the new method of locomotion; but railways vindicated themselves in due time, and wrought that gradual revolution in the habits and character of all civilised nations of which we are only beginning in our age to witness the first results. The catastrophe which has rendered memorable the trial-trip of the *Great Eastern*, though it has taken no life so illustrious as that of Mr. Huskisson, will perhaps, as in that similar case, make the timid more timid, but it will only be for a while, and will not prevent the growth of public faith in the principle which the *Great Eastern* has established—that the largest ship ever built is the safest as well as the swiftest.

Her history up to this time has shown that Storm, Fire, and Explosion, perils to which any ship, great or small, is liable, press upon her with diminished intensity, that her magnitude lessens the effect upon her of wind and wave, and that she is not affected by fire or explosion beyond the compartments of her huge bulk where these terrible agencies may break loose. There are but two other great trials likely to encompass her in the Atlantic, and those are Fogs and Icebergs. In fog the danger will not be so much to her as to the unfortunate craft that may come in her way; and as to icebergs, she will not be more exposed to them than any other ship, and will be better able than any other to get out of their way. And in any case the result of the terrible ordeal will teach caution to all on board, and prove a source of new security. That "there is a soul of goodness in things evil" is a truth that most of us, whatever be the degree or quality of our philosophy, are accustomed to recognise in the days of adversity. And never was the truth susceptible of more consoling confirmation than in the case of this accident. Had it occurred in the middle of the Atlantic, though it might not have occasioned a more deplorable loss of life, it would have damaged to a much larger extent the popularity and the fortunes of the ship. Occurring where and when it did—when all the circumstances could be made fully known to the public, and legally and carefully investigated—its results will not only add to the stock of scientific knowledge, and increase for the future the general safety of steam navigation, but will confirm all the good and silence all the evil auguries which this particular ship has excited. That her late calamity may be her last will be the earnest wish of every one who honours British enterprise, and desires this country to continue foremost in science and all the useful arts, an example to the world in peace if not in war, and the disseminator among all nations of those civilising ideas which as inevitably follow in the track of extended commercial intercourse as effect follows cause.

FOREIGN AND COLONIAL NEWS.

FRANCE.

The *Moniteur* of Tuesday morning publishes the following message:—

TARBES, Monday, Sept. 12.

Their Majesties have left for Biarritz. They were received with enthusiastic acclamation by the populace everywhere along their passage.

On Thursday week Prince Napoleon quitted Paris for Auvergne, whence he was to proceed to Switzerland, there to be joined by the Princess Clothilde. It is said that the Prince, disgusted with political life, means to purchase an estate in Switzerland, and reside there.

On Monday the King of the Belgians arrived at Toulouse, and was to proceed on the following day, via Bordeaux, for Biarritz, where he is expected to have an interview with the Emperor, Count Walewski is expected three days later.

Queen Christina and the Duke de Rianzares, with their children and suite, have returned to Paris from Havre.

The reigning Prince of Monaco has just passed through Paris from Germany, on his way to Biarritz.

Count de Reiset has arrived in Paris from his mission to the States of Central Italy.

It is asserted in Paris that France and England will make a joint expedition against China. It is also rumoured that the Governments of France and England have both agreed that it will be necessary to hold a Congress for the settlement of the Italian question.

The Minister of Justice has addressed a circular to the Presidents of all the local courts in France, instructing them to inform the journalists within their jurisdiction that they must observe the greatest discretion in their articles on judicial proceedings as long as the matters to which they relate have not been decided, and consequently are not fit subjects for publicity.

The *Ocean* of Brest announces that a fresh despatch has been received from the Minister of Marine by the Maritime Prefect, commanding him to send home all the quartermasters and seamen in that port who completed their service of forty-eight months on the 1st inst.

A letter from Paris says:—"The grand annual fair of St. Cloud commenced yesterday (Sunday), and will last three weeks. The weather was magnificent, the crowds of visitors were immense, the booths were supplied with extraordinary novelties, the show gentlemen and ladies were dressed in their gayest attire, and the great waters played to the highest pitch."

M. Jacques Coste, one of the oldest journalists in Paris, and a Chevalier of the Legion of Honour, has just died at the age of sixty-two.

The *Audacious* frigate, which has just arrived at Brest from China, has brought about thirty Chinese or Cochin Chinese cannon, captured in the forts of Peiho, Taron, and Segon. Some of them are of large size, and weigh seven tons. Some also are of singular form, and profusely decorated with wreaths, flowers, birds, and fishes. Several bear long inscriptions in the native languages.

Advices received at Marseilles from Algeria state that a troop of Morocco cavalry had attacked two French outposts on the frontiers, and had met with a repulse.

SPAIN AND MOROCCO.

The Madrid journals state that in consequence of the assemblage of Spanish troops at Algeiras, in the neighbourhood of Gibraltar, the British Cabinet has demanded explanations of the reason for their concentration. The Spanish Government is said to have replied that it was not bound to give any explanation of any movements of its troops on its own territory, but that, nevertheless, it did not object to say that the troops were assembled for the purpose of enforcing satisfaction for the outrages committed by the subjects of the Emperor of Morocco on Spanish troops and territory.

The Madrid journals of the 8th say that six battalions had been disembarked at Ceuta, and that on the 29th ult. the garrison, seconded by a steamer and a gun-boat, had commenced an attack on the Moors. In the event of a grand expedition to Morocco taking place, the Infante Don Sebastian, who recently recognised the Queen, will be, according to the *Espana*, "charged to besiege Mogador at the head of a corps d'armée, whilst another corps will attack Ceuta. The Prince," adds the *Espana*, "will have a guard of honour composed of Knights of the Order of San Juan, will be accompanied by a Bishop, and will have the flag of Don Juan of Austria and the Cross of Cisneros confided to him." Troops were continuing to arrive at Algeiras for the projected expedition, and great activity was being displayed in constructing tents, and in providing other material. Some of the journals publish articles "on the necessity of taking Gibraltar on the English, no matter by what means."

Letters from Madrid, dated the 7th inst., mention that the chiefs of the Republican conspiracy discovered at Seville have been executed, and a great number of persons compromised in the affair set at liberty.

The Spanish budget for 1861 is to be accompanied with a reform of the tariff.

BELGIUM.

A serious affray occurred some days since between the German and Belgian pitmen working at the mines of Rochent, near Verviers, in Belgium. The cause of the riot is not explained, but the Germans seem to have been the aggressors. One of the opposite party, a foreman, received a fracture of the skull, which it is feared will prove mortal; another had his shoulder dislocated; and a third had his jaw broken. Six of the German party were arrested, and four others are supposed to have crossed the frontier into Prussia.

The Belgian journals publish the programme of the fêtes which are to take place at Brussels on the 23rd inst. and three following days, in commemoration of the twenty-ninth anniversary of the independence of Belgium.

The *Indépendance Belge* gives an interesting account of the grand review held at the Camp of Beverloo in the presence of the Duke and Duchess of Brabant.

A committee composed of many of the principal merchants and manufacturers of Belgium have organised a subscription for a public testimonial to M. Charles Rogier, as the Minister who, in 1834, presented to the Chambers the bill for the construction of the first Belgian railway.

ITALY.

The Conferences now on at Zurich do not appear to make much headway. Nothing indicates that they are drawing to a conclusion, or that they promise any satisfactory result. Indeed, a message from Zurich of the 13th inst. says the Conferences are suspended until Count Coloredo receives fresh instructions from Vienna. Count Wimpffen, Secretary to the Austrian Embassy at Naples, has arrived on a visit to Count Coloredo. The Grand Duke and Duchess of Baden, with their son and suite, are at Zurich; and it is stated that the Grand Duke will, before leaving, assist at a breakfast of the Plenipotentiaries, to be given to the Hôtel Bauer. The members of the Government of Zurich have invited all the Plenipotentiaries to an excursion in steamers on the Lake of Zurich.

King Victor Emmanuel has issued a decree raising the number of battalions of riflemen to sixteen. The Senators and Deputies of Piedmont gave a grand banquet at Turin to the Tuscan Deputies on the 6th. On this occasion Professor Giorgini, one of the latter, delivered a speech remarkable for the unqualified manner in which he declared the union of Tuscany and Piedmont to be an accomplished fact. "Our mission," he said, "is at an end; the vote of union proclaimed by Tuscany, accepted, ratified, and sanctioned by the King and people of Piedmont, is no longer a mere vote—it is a solemn and indissoluble compact."

At Florence, on the 11th inst., Signor Ricasoli reviewed the National Guard, the crowds shouting "Viva il Ré!" Signor Ricasoli has also published an order of the day thanking the Guard, in the name of the country and the King of Sardinia, for their bearing and discipline, expressing confidence in the future, and hoping that the guard and the regular troops would support the wishes of the country.

We learn from Modena that M. Parisi (ex-Secretary in the Cabinet of Francis V.), M. Guerra (Keeper of the Privy Archives), and M. Solieri (ex-Secretary-General in the late Ministry for Foreign Affairs), have acknowledged before a notary the genuineness of the writing of the two letters from Francis V. abusing the Emperor Napoleon, France, and the other Western Powers. This declaration is in reply to the article in the *French Pays*.

The Pope has been attacked with erysipelas in the leg, followed by fever, and in consequence has suspended all audiences for several days; he is recovering, and was to leave in a few days for Castel Gandolfo. The Papal Nuncio at Munich, Prince Chigi, has been summoned by telegraph to Rome, to be present at the Council which has under its consideration certain important administrative reforms. According to some advices from Rome, the French Ambassador, the Duke de Grammont, has warmly urged the Papal Government to grant reforms, and has declared to him that the re-establishment of the Pope's temporal authority in Romagna is impossible, as France can neither employ her own troops to restore it, nor permit those of Austria to be used for that purpose. He is said to have added that an annual tribute from Romagna is the utmost that the Pope can expect, and to have accompanied his remonstrances with a declaration or menace that the French garrison will be withdrawn from Rome in the course of next year, leaving the Pope to maintain his power in his capital by his own resources alone. The Pope is reported to have replied that it was impossible for him to resign his rights over Romagna, and that he trusted in the protection of Providence. Still it is rumoured that some important reforms will be granted to the Roman people, and nothing more is heard of any advance of the Papal troops into Romagna. The rumour that reforms are intended derives, too, some confirmation from the fact that Prince Chigi, the Papal agent at Munich, has been recalled to Rome for the purpose, as it is alleged, of advising his master as to the contemplated changes.

The National Assembly at Bologna decreed on Sept. 10—"1. That all those who governed in the Romagna from the 12th of June to the present time have deserved well of their country. 2. The ratification of the title and authority of M. Cipriani as Governor-General, with responsible Ministers. 3. That full powers be conferred on M. Cipriani for the preservation of order in the interior and for the defence of the country. 4. That M. Cipriani be charged to co-operate energetically for the accomplishment of the wishes of the Assembly to procure a more intimate union with the other provinces of Central Italy. 5. That to M. Cipriani is given the faculty of procuring and reconroking the National Assembly." One hour afterwards the Minister of Grace and Justice read a decree for the prorogation of the Assembly.

The National Assembly of Parma, in its sitting of Monday, voted unanimously and by ballot the annexation of the provinces of Parma to the kingdom of Sardinia, under the sceptre of the glorious dynasty of Savoy. A solemn silence reigned in the hall of the Assembly during the voting, but at the proclamation of the result of the ballot enthusiastic cheers and loud vivas to Victor Emmanuel burst forth from all parts. The Assembly has chosen five deputies to convey the wishes of the population to the King of Sardinia. The following motions have been taken into consideration:—1st, The confirmation of Signor Farini as Dictator; 2nd, The promulgation of the statutes of Sardinia; 3rd, The formation of a fund for the assistance of the Venetian volunteers.

The National Assembly, in its sitting of Wednesday, unanimously voted the confirmation of Signor Farini as Dictator. The Assembly further resolved to take into consideration a proposal to authorise the Dictator to contract a loan, the amount of which remains to be fixed.

LATEST NEWS FROM ABROAD.

The following telegram was received through Mr. Reuter's office on Thursday evening:—

TURN, September 15.—The council of the different districts of Turin yesterday gave their approval for the erection of monuments to the King of Sardinia and the Emperor of the French. The deputations from Parma and Modena arrived here to-day at twelve o'clock. The members of the municipality and the Parliament went to meet them at the railway terminus, and they met with an enthusiastic reception from the population. The city is *en fête*. The deputations will be received by the King at three o'clock to-day.

The following telegram was received through Mr. Reuter's office on Friday morning:—

VIENNA, Sept. 15.—Prince Richard Metternich will leave this evening for Paris. The Montenegrin Boundary Commission has met at Grabovo. Letters received from Rome state that the health of his Holiness the Pope is almost entirely restored.

AUSTRIA.

The *Wiener Zeitung* of Tuesday, in its non-official portion, publishes an article expressing satisfaction with the article of the *Moniteur* which contains advice for the inhabitants of Central Italy. It further states, in considering the state of affairs in Italy from this point of view, the *Moniteur* increases the hopes for peace and banishes the fears which had been entertained till now.

The first of the reforms which the Emperor of Austria promised to his subjects has at length been made known. The official journal of Vienna published on Saturday a decree regulating the condition of the Protestant churches in Hungary, Croatia, Slavonia, and the Military Borders, and at the same time announced that great concessions will be made to the Protestants inhabiting the other provinces of the Austrian empire.

PRUSSIA.

"The King of Prussia," says a letter from Berlin of the 10th, "has become so much better that his Majesty is able to get up every day, and even to walk without assistance. He sleeps well at night, and has a tolerable appetite. His Majesty also manifests more interest in what takes place around him, and has inquired after members of his family and suite. To-day the King, for the first time for a long period, has been able to take the air on the terrace of his apartments. The Queen, for some days past, has been ill from a cold, but her Majesty's attention to the King remains unabated." Prince Charles of Prussia, the King's brother, is seriously ill of typhus fever.

GERMANY.

An important movement is going on for the reconstitution of the German empire. Two meetings were held, at Eisenach and at Hanover, to adopt precisely the same set of resolutions. The pith of them is that the Germans, having become conscious how imperfect is their Federal Constitution, desire to consolidate it and to place it, at least provisionally and for foreign purposes, under the presidency of Prussia. A declaration on the subject has, according to the *Gazette de Weser*, been numerously signed at Bremen. After a preamble dilating on the necessity of arranging the federal machinery of Germany in some new way which will ensure greater unity of action, the following articles were formally agreed to:—1st, A transformation of the existing Federal Constitution, with the view of obtaining a greater unity of Germany in its relations with foreign Powers and a more national representation. 2nd, The initiative of this reform movement to be taken by Prussia. 3rd, In case, before these reforms can be carried out, Germany should be menaced from without, an immediate restoration to Prussia of the temporary direction of the German forces, and of power to represent her in diplomacy. 4th, Perseverance and union among all patriots, and absorption of the particular political opinions in their efforts towards the attainment of national independence and the unity of Germany."

An address has been presented to the Prussian Government by the principal inhabitants of Stettin concerning the question of the German Confederation. The answer of Count Schwerin, to whom the Prince Regent, on the proposition of the States' Ministry, had referred the address for a reply, concludes as follows:—"Germany will render to herself greater service at the present time by endeavouring to further the common interests of Germany in such a way that practical results will ensue, by the increase of the armed forces of Germany, and by strengthening the certain footing on which rights are now established throughout the whole federal country, than by premature proposals for changes in the Federal Constitution. The Prussian Government, being determined to devote its energies for the furtherance of these objects, considers itself entitled to claim confidence that she will, when called upon, find ways in which the interests of Germany and Prussia will be compatible with the commands of duty and of conscience."

RUSSIA.

News received from the Caucasus to the 26th of August states that the Circassian chief Schamyl has been made prisoner, and is to be sent to St. Petersburg.

The Emperor of Russia has sanctioned the project of a canal of navigation between the Black and the Caspian Seas. The canal is to traverse the plains north of the Caucasus, and is to be supplied with water by the River Maritch, part of whose waters flow to the Black Sea, while another part discharges itself into the Caspian.

The Emperor arrived at Moscow on the 30th ult. On the following day the Grand Duke Michael, the Emperor's youngest brother, joined him at the Kremlin. A very important reform is being carried into effect in the kingdom of Poland. A new Imperial ukase is being executed with respect to the election of mayors and communal authorities, by which the commune will become a real social unity, and the first basis of social organisation. The mayor and municipal council will exercise an administrative authority and direct the police of the commune. They alone will henceforth represent its interests, and will cease to be the agents of the Government, which, under the reign of the Emperor Nicholas, it may be remembered, maintained a rivalry of zeal in denouncing everybody suspected of patriotism. The first elections were conducted with admirable order. A second most important reform, decreed by the Emperor at the same period, is that of the conversion of the forced labour formerly exacted of the peasants into regular farm contracts, by which the landed proprietors grant leases in perpetuity to their peasants. This decree is to be carried into effect in the kingdom of Poland on the 1st of January next.

UNITED STATES.

The Treasury Department at Washington are preparing some interesting statistical tables relative to the trade between France and the United States, exhibiting by comparison the amount of duties paid by each on the imported products of the other. These tables, it is understood, are designed to facilitate the negotiation of a treaty between the two countries.

The New York Chamber of Commerce has passed a resolution calling on the President of the United States to take such steps as would induce the British Government to erect lighthouses on the Great Stirrup, Little Isaac, and Orange quays, on the British side of the Bahama Banks, in order to obviate the immense loss of shipping in that vicinity which occurs annually.

It is said that a stricter audit of official accounts at Washington discloses, in many instances, facts discreditable to the functionaries who have made, and the auditors who have formally allowed, charges which cannot represent a proper and lawful outlay.

The *New York Herald* publishes a letter of instructions for General Harney, commanding the military department of Oregon, directing the opening of a new wagon-road from the Dalles, a point a little to the south of Columbia River, to Great Salt Lake Valley, connecting it with the road through the Western States by South Pass, already constructed. The route will open a direct communication between the Pacific coast and the heart of the Utah territory.

The overland mail of the 8th of August arrived on the 29th at St. Louis. There was a healthy demand for goods at San Francisco, but prices were unchanged.

General Pierce arrived at Boston, on the 27th ult., in the steamer *America*, from Liverpool. On the same evening he was waited upon

at the Fremont House by the Democratic Ward and City Committee, attended by the brigade band, and a serenade of welcome was given him. After the band had played several airs Mr. Pierce appeared at the window, and was received with loud cheers by the large crowd of citizens assembled in front of the hotel. He was introduced by Mr. Francis J. Parker in a few appropriate remarks, and addressed the large audience in a speech which was warmly received. At the conclusion of his address, and until a late hour, a great number of the friends of General Pierce waited upon him to congratulate him upon his return to his native land.

INDIA.

The Indian civil servants are protesting against the contemplated diminution of their salaries. Lord Clyde, in consequence of the recent discontents of the late Company's European troops, has issued an order warning the European soldiery of the consequences of mutiny and disaffection.

Advices from Calcutta of August 8 announce that nearly 6000 men of the local European force have claimed their discharge in Bengal, the North-west, and the Punjab; and the returns from the Bombay and Madras Presidencies will raise the total to 10,000. Of the Bengal Artillery there are about 800, of the Infantry 3200, and of the Light Cavalry probably 2000. Detachments of the discharged men are now being sent down from Allahabad to Calcutta, and ships have been engaged to convey them and their families to England at the rate of 18s. for each adult, and 97s. for each child. Lord Clyde's expostulatory general order has had as yet but a trifling effect. So far as is known, not more than from 30 to 50 have withdrawn their application for discharge. Officers are volunteering in large numbers to take charge of the men on their way home. They are to enjoy Indian pay and allowances, will probably have three months in England, and will return in charge of recruits.

The rebel fugitives in the mountains of Nepal number about 8000 men.

The 5th and 6th Regiments of Madras Cavalry have shown symptoms of disaffection at Hyderabad.

The telegraph from Kurrachee to Lahore is completed.

The Sikhs on the Nepal frontiers have had two successful engagements with rebels.

OF THE NORMANBY-PERUZZI CONTROVERSY AND THE FUTURE OF TUSCANY.

(From our Correspondent in Italy.)

FLORENCE.

THE correspondence which the papers have lately given to the world between Lord Normanby and M. Peruzzi has attracted considerable interest here, where all the parties alluded to are well known. The question at issue is the very momentous one, as to whether the late Grand Duke ever did, or did not, contemplate the bombardment of Florence under any eventualities? Now, we have the very strongest reasons for believing that such a measure was never intended; the full extent of all the preparation being for the employment of artillery in defence of certain strongholds, should these have been attacked by a revolutionary mob. Lord Normanby is fully justified in saying that, if the secret history of the transactions which led to the flight of his Royal Highness should ever be written, it will discover "an amount of duplicity and corruption almost unequalled in even revolutionary annals."

We are no apologists for the late rulers of Tuscany. They had, without an exception, the most docile people of Europe to govern. There never was a political path so easy to tread as theirs, and yet they continued to estrange from them every sympathy of every class, from the noble to the plebeian. The whole system of government was expressed in negative qualities. There was no severity, very little even of repression, but there was a total absence of all forethought for the development of a people; for their progress in material welfare, and their intellectual culture. They gave no impulse to benevolence, they stimulated no zeal for charity. They aided, so far as they could, the intolerance of priestly interference, and, in a word, retarded in every way the onward march of their subjects. But, with all these shortcomings, there were neither the capricious impositions and banishments of Naples, nor the floggings and confiscations of Modena. The rule of Tuscany was that of a mild but easily terrified Prince, who, ascribing all the mishaps of his reign to concessions granted, had determined to be guided by the one sole instinct of refusing everything.

Lord Normanby's appeal, therefore, to the character of the Sovereign as the best contradiction to the story of the bombardment will have all its significance to those who knew the Grand Duke and his habits of acting and thinking. Indeed, to his decided determination in '49 not to spill the blood of his people, then in open rebellion, under the dictatorship of Guerrazzi, was owing the continuance of that insurrection. General de Lozier's orders were to intimidate, if he could, the populace, but not fire upon them. Now, it may fairly be asked, if these were the sentiments of his Royal Highness in '49, is it likely that in '59 he gave orders for the bombardment of his own capital? The necessity for some such charge against him was, however, imminent. To have appealed to the people on the ground that their Prince would not go to war with Austria, and would not aid the struggles of Piedmont, would scarcely have succeeded. The Tuscans have a little love for war as the Chinese; and, as for Piedmont, it is a country that they never truly liked. The whole incident of the opening of the military plan, in presence of the Prince and his staff, was all arranged beforehand, and such a version drawn up as would serve to damage the fame and injure the fortunes of the reigning family. It is worth remarking, besides, that the story only became public after the flight of the Sovereign, and after two days passed in ineffectual efforts to induce the Grand Duke to abdicate in favour of his son, the very Prince alleged to have been present at the opening of the plan for bombardment. So that, with the knowledge of this fact, on their own showing, they were willing to accept as their Sovereign the same Prince who sanctioned the measure in question. The Fusionists even yet have not won their game. The greatest discontent prevails through all the rural districts, where, from one cause or other, the Grand Duke was popular, and such are the apprehensions of a peasant "rising" that police are sent in great force to all the country fairs to watch and intimidate the people.

Strange stories, too, are current about many of those who were most eager in the declaration against the Grand Ducal family. One, the man of highest rank of all the Tuscan nobility, a Prince with a name illustrious for centuries, has become insane. The conflict between loyalty to his Sovereign and adhesion to the popular party proved too much for a head never remarkable for its capacity; and the story runs that he wanders from room to room in his palace, trying to animate his courage in the popular cause by muttering "Son, sopra tutto, un cittadino di Firenze!"

And now King Victor Emmanuel has fettered the Tuscan deputies, dined them, and said he was perfectly willing to accept as much more territory as they pleased, if only a Congress—that is, Louis Napoleon—saw nothing against the arrangement. Of course he could say no less—he dared not say more.

Of all the dark pictures before us we only see one thing clearly, which is, that Tuscany cannot much longer remain under her present rulers without falling into disorder and anarchy.

Though the public debts are great, and hourly increasing, M. Picasole does not dare to impose a new tax for fear of a popular rising. When Provisional Governments cease to exhibit illuminations they must expect to be extinguished themselves. An additional quattrino on salt or tobacco would drive from power the most ardent patriot that ever preached universal spoliation.

Florence, therefore, in all its exuberant joy at the loss of national independence, and the brilliant prospect of descending from the rank of a capital to a provincial city, is really less splendid than might be imagined. The English, French, Prussian, Austrian, and Sardinian Envoys are withdrawn. All business is at a standstill; many of the first shops are bankrupt; and a general gloom and depression abroad that none ever remember equalled in the gravest moments of national misfortune.

Any exit out of this torturing expectancy will soon become a boon. Is it, then, for such a contingency that the Emperor of the French is waiting, quietly biding his time for the hour to come when even Napoleon-Jerome would be deemed a deliverer?

SUCCESS OF THE "GREAT EASTERN."

OUR COLOURED ENGRAVING.

THE opposition and the difficulties which have been encountered by all great conceptions seem to bear an almost exact proportion to their grandeur. From the days of the poor fellow whom the Marquis of Worcester saw caged at the Bicêtre for daring to conceive the steam-engine, down to those of the Britannia and Victoria tubes, ignorance, envy, and routine, have raised an outcry against every new invention, every great idea which requires expansion or novel direction of the mind almost constantly proportionate to the extent of expansion or deflection required, and bearing a very remarkable analogy to the furious opposition raised by moral ignorance and by vice against any novel attempt to remedy them.

The most remarkable modern instance of this peculiarity is furnished by the history of the great ship. From the time her first keelplate was laid, and earlier, down to the eve of her departure on her trial-trip, all sorts of sinister prognostications and mournful forebodings were promulgated in reference to her. She never could be constructed, she never could be launched, she never could be completed, she never could go through the water. Just as steadily as she cut her way through the waves off the South Foreland the other day, pushing them aside as though unconscious of their existence, did the good ship ride over not only popular clamour and the able articles of a considerable portion of the press, but scientific calculations and commercial figures as well, and has now set at rest the last of the "croakers," one would hope, by showing to demonstration that the calculations as to her speed and strength have been made with as much care and accuracy as those relative to every other feature in her construction. An accident at her launch, the jamming of the cradles on the ways, served to bring out in the most unmistakable manner the property of rigidity. Not for the few moments that a passing Atlantic wave might leave a large portion of her length unsupported, not for days or weeks merely, but for months, did from 120 to 150 feet of her length at each end, and nearly 100 feet in her centre, remain suspended in the air without any sort of support whatever, and yet the deflection was absolutely nil. Another accident has now proved the means of testing in the most convincing manner her other property—that of enormous strength. Had Mr. Brunel proposed, while she lay at Deptford, and before any fittings were in, to deck over and fit up with rough models of cabins, floors, &c., &c., one of the compartments, and then, by way of testing her powers of endurance, to explode in the bottom of that compartment a charge of gunpowder sufficient to hoist one of her huge funnels fifty feet into the air, we may suppose that the proposal would have been received with very considerable astonishment and demur on the part of directors, shareholders, and every one interested in her welfare; and yet this is, in fact, what the recent accident has effected. An explosion has taken place in one of the compartments, the certain effects of which on any other ship that ever was constructed may be gathered from the significant fact that the first impulse of that experienced navigator, Captain Comstock, was to spring on the paddle-box and look over the sides, to see if they were blown out. No other ship afloat could have withstood the enormous bursting pressure of the steam, nor have survived the shock; and yet it is a literal and actual fact that no harm whatever has been done to any part of the fabric. The sides, the bulkheads, and every portion of the frame remain in their former imperturbable rigidity; whilst in the next compartment but one the shock experienced was no more, as one of the gentlemen present expressed it, than if one of the crew passing overhead with a twelve-pound shot in his hands had let it fall on the deck. There was no need to stop the vessel's course. Her engines continued to work as before, and on her arrival in Portland harbour she was ready to be thrown open to visitors—excepting, of course, the parts under repair—as announced in the advertisements. So much exaggeration has appeared abroad about the affair that we are very happy to have it in our power to assure our readers that everything can be easily set to rights as the ship lies where she is, that the necessary repairs are already fast progressing, that they will be completed within three weeks, and that £5000 will cover their expense. If there should arise any extra delay, it will be solely owing to the resolution of the directors to have everything fully tested before the ship starts again. There never yet, we suppose, was a trial-trip without something or other going wrong, some flaw or some imperfect workmanship being brought to light; and the *Great Eastern's* trial-trip has not been exempt from the universal rule. The principal source of regret, and that of the deepest kind, is of course the loss of life and frightful personal injuries with which, in common with all large explosions, it has been attended. But, setting aside this consideration, it is obvious that the company will, in the end, have no cause to regret an accident which has had the double effect of at once proving, in a most unmistakable manner, the tenacity and security of their vessel, and of discovering and removing a cause of danger, for our readers are no doubt aware that the "case-pipe feeders" are abolished for ever. Nor should one circumstance connected with the accident be overlooked, as it bears materially on the point of safety. Among the numerous causeless alarms raised was the cry of "Fire!" within three minutes after which the fire-hose was rigged and connected, and beginning to pour tons of water into the injured compartment. It can be connected with any engine in the ship in an incredibly short space of time.

It is abundantly evident now that the mode of construction universally adopted in seagoing iron ships—namely, in compartments separated by iron walls, technically called "bulkheads"—amounts in the case of the *Great Eastern* to a guarantee of absolute security. Almost anything might go on in one or two of the compartments without its being even known in the others; the gentlemen in the after saloon would actually have taken no notice of the very slight noise which reached their ears but for the fragments which began to fall through the skylight; and, if such was the case with so violent an explosion as that which took place off Hastings, it is difficult to conceive any other disaster of a character more likely to make itself felt. Those who visited the great ship whilst she lay at Deptford—ladies, fashionably attired, particularly—will recollect making their way through certain square holes of rather uncomfortable dimensions in huge iron walls. The iron walls were the bulkheads in question, and the holes were apertures left for the convenience of passage to and fro during the completion of the vessel, by the omission of one of the iron plates of which these bulkheads are constructed, and they were closed up before the ship started; so that she is now divided from deck to keel into six, and for about half that depth into thirteen, perfectly water-tight compartments.

All particulars of the course of the great ship from the Nore to Portland will be found duly chronicled in other parts of our Paper, and, in referring our readers to them, we will request them to bear in mind that the vessel went round very light, that is, much higher out of the water than she is intended to be, so that neither were her paddle-wheel floats able to play that hold on the water which they will do, nor was her screw-propeller as deeply immersed as is necessary in order to give it fair play. From particular observations made on board by persons well versed in such matters, we are in a position to affirm that, in spite of all these drawbacks and in the teeth of a strong headwind, the ship accomplished eight miles in thirty-two minutes against tide—this will give, without counting in the tide, exactly fifteen miles per hour; add three miles only for the tide, and we have eighteen miles an hour speed in a trip taken under all disadvantages. When she shall be "down to her bearings," i.e., drawing about twenty-five feet, as shown in Mr. Edwin Weeden's magnificent picture, there can be little doubt now that she will attain a speed of at least twenty miles an hour, and so prove herself the swiftest as she is the most magnificent ship in the world.

HOISTING THE BLUE PETER.

The nautical ceremony of hoisting a blue flag (technically called "blue peter") at the fore, and which is the signal that a ship is about to put to sea, was performed at half-past seven o'clock on the morning that the *Great Eastern* left the Thames. The fact that this particular flag was about to flutter from her masthead was proof positive that the eventful moment had arrived when the great ship was to become a thing of life and motion on the waters. At all times and in all vessels the hoisting of blue peter is necessarily accompanied with some excitement and some emotions, but on this occasion there were obvious reasons why the signal should be regarded with peculiar interest. It was accordingly greeted with loud cheers by the persons assembled (consisting probably of almost every one on board) on her deck. We give an illustration from a Sketch taken at the moment.

THE SCENE AT GREENWICH.

The esplanade and quadrangle of Greenwich Hospital, which face the river, and the pier adjoining, afforded an admirable point of view for watching the earliest movements of the *Great Eastern*, and a vast number of persons availed themselves of the advantage derived from that locality. The gates were thrown open shortly after five o'clock in the morning, and at that primitive hour a large and well-dressed crowd entered and spread themselves over the excellent space allowed to them for witnessing the sight of the moment. The usual toll at the gates of the pier was paid by so large a body of those who were "there to see" that every available spot was occupied. The river very shortly after was almost covered with small boats—some of them apparently dangerously overloaded—and at every point about and around the ship the scene was most animated. Our illustration presents this particular display of popular anxiety to witness the departure of the *Great Eastern*.

OFF BLACKWALL.

Our Sketch represents that part of the *Great Eastern's* progress down the river which took place near Blackwall, a point of her passage that had been looked upon as one of the greatest difficulties to be encountered in the Thames. The vessel started from Deptford in charge of four of the most powerful towing-boats in the river—viz., the *Victoria* and the *Napoleon* towing ahead, and the *Victor* and *Punch* attached close to her starboard and larboard quarters, the *True Briton* and other towing craft being in close attendance. On nearing the entrance to the West India Docks the way became crowded with moored and moving craft, and the monster ship, put out of her course and compelled to stop, was for some time in great danger of going on shore and perilling the safety of herself and others. Most fortunately the wind was blowing off the shore at the time, and, with the assistance of the attendant tugs now attached to the *Victoria* and the *Napoleon*, and the admirable manner in which she was piloted by Mr. Atkinson, the point was weathered in safety, and she triumphantly proceeded on her course, accompanied by a perfect fleet of vessels led by the *Sea Swallow* and *Oreal* steamers, all crowded with passengers, each endeavouring to excel the other in the most hearty and gratified cheering.

OFF DOVER.

The brisk breeze was rapidly rising into a gale, and the "maskerol sky," which makes the ocean sailor look grave, was spreading over the horizon. Large ships were lying to under close-reefed topsails, smaller vessels appeared and disappeared as if about to be engulfed, and steamers were lashing, struggling, and belching forth the black smoke which indicated increasing fires and pressure, but still making no headway through the waves, which had by this time lost their brilliant blue, and had assumed the sullen grey tinge which is the sure forerunner of bad weather. But on board the *Great Eastern* no one could tell by her motion that she was not still on her cradle at Millwall. You might have played cricket on the spacious deck, and not one of the passengers showed throughout the day the slightest symptom of sea-sickness. When off Dover, the wind had risen to a strong gale, and a little packet-steamer, with the tricolour at the main and fore, was observed to steam gallantly out of harbour and make for the great ship as if it were a port of destination. So much did she labour that as we looked over our own lofty bulwarks, which were as steady as the battlements of a bridge, persons who were unaccustomed to the terrors of the deep watched her with pain and anxiety, in the firm conviction that she must be soon engulfed. She pitched heavily into the sea every moment, and huge waves could be seen sweeping and breaking over the whole length of her decks. She was crowded with passengers, and these latter, who in ordinary circumstances would have been stowed snugly away in their berths, were crowded upon her bridge and paddle-boxes, gazing on the big ship and cheering with the greatest enthusiasm. Salutes were exchanged, and ensigns were "dipped," and in a few moments the little vessel put her helm down and ran rapidly back to port.

This incident, which might be said to be the first since the big ship left the Nore, and which caused a good deal of speculation and discussion on board, giving, as it did, such a striking means of judging by comparison of the unapproachable seagoing capabilities of the *Great Eastern*, suggested the illustration on the first page of our Number—"Off Dover: a View from One of the Saloon Ports of the *Great Eastern*, sketched during the Gale on Friday Week."

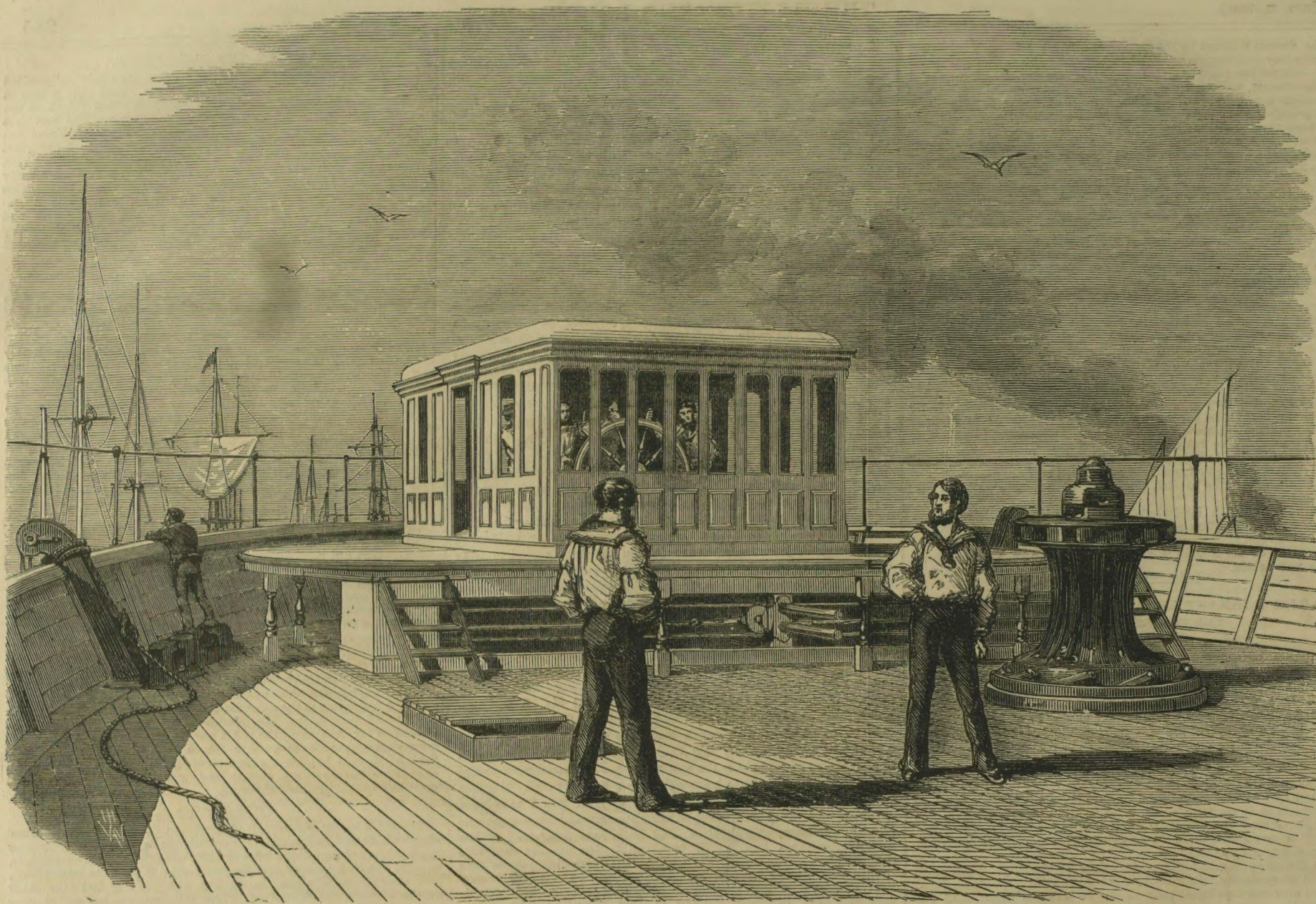
One of the special correspondents of the daily journals on board the vessel during her voyage from the Nore to Portland writes as follows respecting the little power exercised by winds and waves over the gallant ship, which is said to have gone through the waves "as steady as a rock":—"The *Great Eastern* remains the finest vessel that was ever built, and one over which, notwithstanding all that has been predicted to the contrary, the sea seems to exercise no influence. On Friday the breeze amounted at times to a gale. A heavy swell was running, and large vessels were lying to under close-reefed topsails, pitching deeply to the sea, and sending the spray in clouds from their bows. At this time the *Great Eastern* was as motionless as a rock. Now and then heavy rollers passed her, but their size and action could only be known by observing their effect on other ships. A number of the passengers went forward to the extreme end of the bows, and remained watching the stern of the vessel by comparing it with the line of the horizon to detect a movement. Only by such a rigid test as this could it be discerned that the *Great Eastern* was moving gently now and then, scarcely more than a foot along her entire length, as the waves rushed under her."

THE STEERING APPARATUS.

On one of the sides of the indispensable "bridge" of steam navigation, affording a quadrangular promenade of considerable extent, stands Mr. Langley's ingenious steering apparatus. By this admirable contrivance the great objection respecting the distance of the captain from the man at the wheel is completely obviated. A compass, the duplicate of the one in the binnacle, stands before an officer, who is placed under the immediate eye of the captain. It is covered with a brass circular slide, in which is perforated an aperture sufficiently large to permit of one of the points on the card being seen through. The captain, or steering officer, holds a handle, by means of which he exposes the point at which he wishes the ship's head to be kept, and by means of connecting rods a coincident point is disclosed on the compass which is watched by the steersman, who thus knows in a moment the way in which he is to steer the ship. This plan works in a most satisfactory manner, and by its means the ship can be as easily steered as one of a thousand tons. Close to it, and on the same platform, the captain has another mechanical agent, called the indicator, which fulfils silently, but most efficiently, the function so energetically performed by the vociferous little callboys in the river steamers. By means of this little instrument, which communicates with the engine-room, the engineer is told to "ease her," "stop her," "turn her ahead," or "astern," as the case may require; so that here again we find distance annihilated by mechanical science, and the great steam giant of the ocean as easily controlled as the fussy, noisy little dwarf of the Thames.

THE PANELING OF THE CHIEF SALOON.

Our illustration represents one of the large panels which line the sides of the chief saloon of the *Great Ship*. They are painted in arabesque, on a white ground, and have painted in their centres child-like figures, representing the sciences and arts connected with navigation, which rest on bases ornamented with griffins, scrollwork, and foliage, very beautifully executed.



WHEELHOUSE AND STEERING APPARATUS OF THE "GREAT EASTERN."—SEE PRECEDING PAGE.



THE SCENE AT GREENWICH DURING THE PASSAGE OF THE "GREAT EASTERN" DOWN THE THAMES.—SEE PRECEDING PAGE.

COMPASSES OF THE "GREAT EASTERN."

The following is the description of the patent magnetic apparatus, patent floating compass, as invented and supplied to the *Great Eastern* by Mr. John Gray, of Liverpool:—

The binnacle consists of an inclosed battery of magnets, adjustable by vertical screws, which move the magnets in proportion to the deviation of the compass arising from the influence of the iron.

This error is produced by celestial or terrestrial observations, and after the instruments are perfectly regulated by a competent person the process of readjustment (if necessary) is so exceedingly simple that by the officers of the ship merely placing the ship's head in two positions, north or south, east or west, the compass in the northern hemisphere can be made perfect. If alteration takes place in the ship's magnetism of an opposite character in the southern hemisphere, by reversing the position of the magnets, and by the same process being adopted, the instruments will be found as correct as in the northern hemisphere.



PANEL OF THE CHIEF SALOON OF THE "GREAT EASTERN"
SEE PAGE 161.

There are other applications all calculated for the utmost precision in navigating the ship, one of which is highly important for correcting the dangerous influence arising from heeling. A verticle magnet is made movable in the centre of the apparatus for obviating errors arising from that cause, for it is not at all an uncommon circumstance for the needle to be deflected to the extent of 50 degrees, and in some instances more.

This disturbance is productive of oscillation of the card when the vessel rolls, a repetition of which gives a momentum that ultimately causes the card to revolve with such velocity as to render it perfectly useless to the seaman.

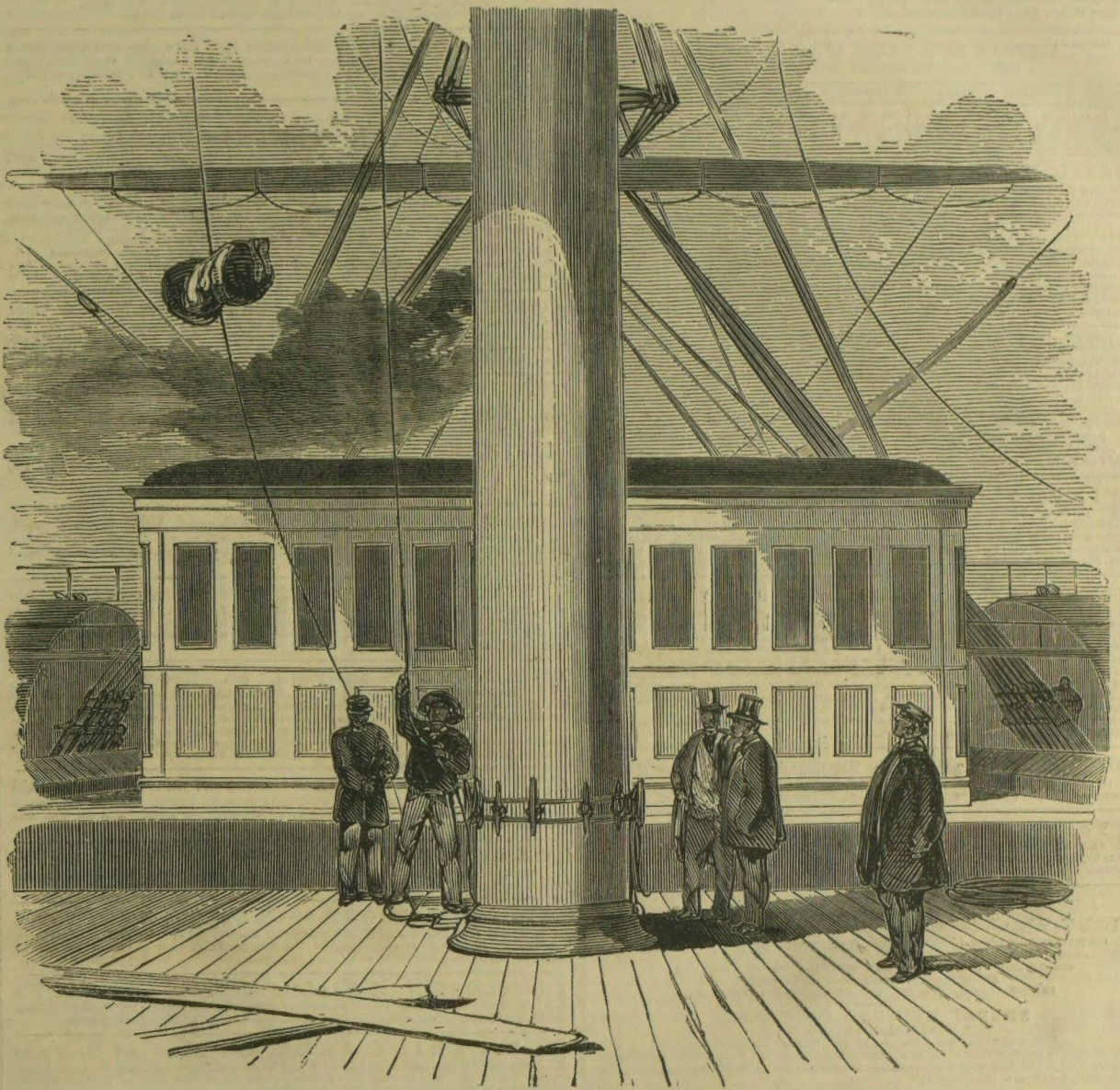
There is also a vertical double disc, which registers the ship's course, and prevents any dispute with the officer on duty.

On each side of the binnacle is placed a metal box containing soft iron, for the adjustment of a small amount of deviation in the quadrants, remaining stationary with its contents in all latitudes.

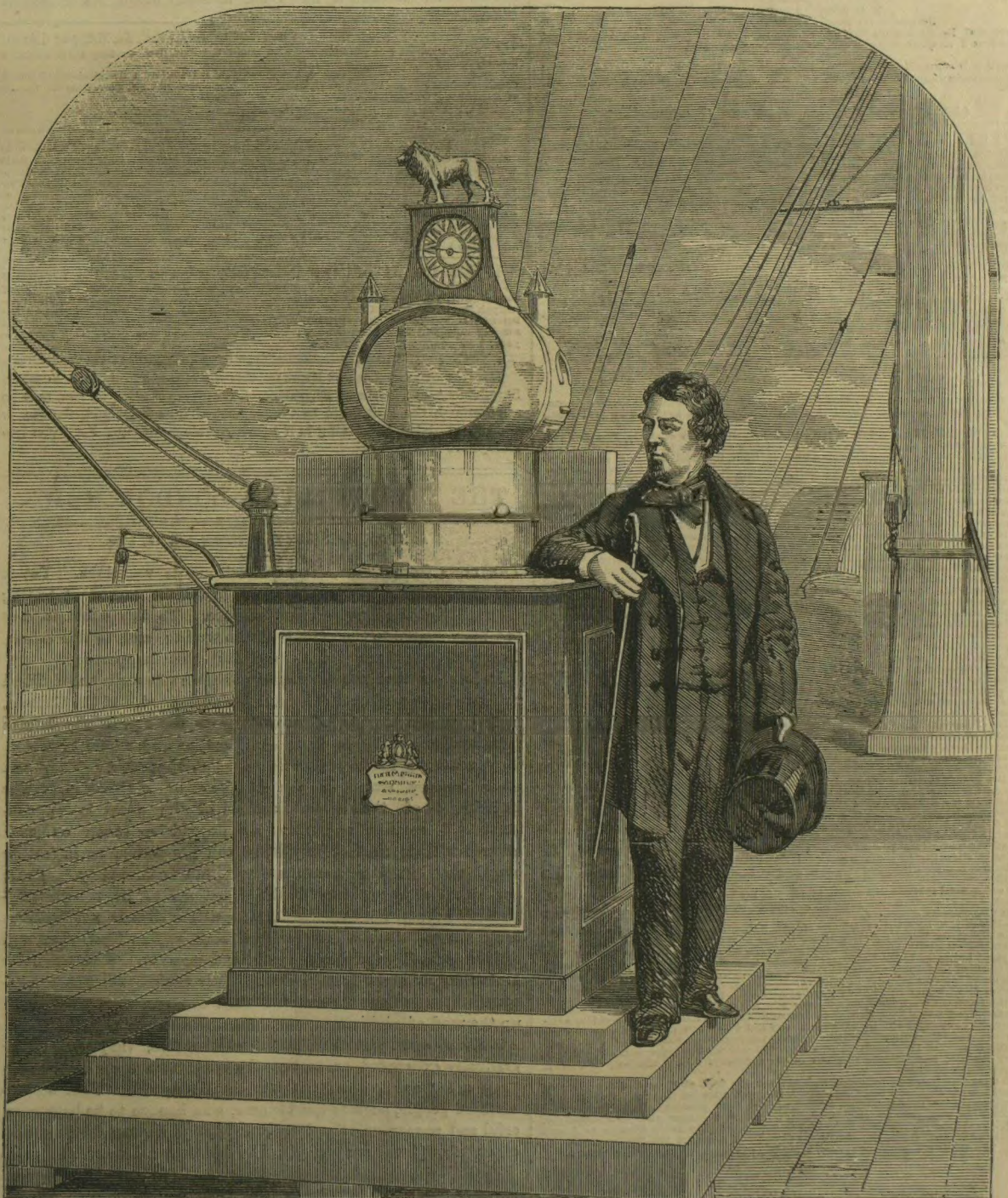
The patent floating compass is constructed to prevent vibration from affecting the centres of action. It consists of an inner bowl floating in an outer one, the object of which is to render the inner bowl insulated in its water bed, the exterior being solely influenced by the action of the ship. Through a mechanical arrangement in the interior of the inner bowl the hardest gems and the finest centres may be applied without fear of oscillation of the card.

The entire combination of these important points ensure perfect indication, steadiness of action, and extreme durability.

Mr. Gray has not only had the honour of supplying the *Great Eastern* with these instruments, but also the principal European Governments. The directors of the *Great Eastern* have felt such confidence in him that, independently of supplying the compasses, &c., he is engaged to perform the onerous duty of adjusting the instruments, seven of which will be in action at the same time.



HOISTING THE BLUE PETER ON BOARD THE "GREAT EASTERN."—SEE PAGE 265.



THE COMPASSES OF THE "GREAT EASTERN."

CALENDAR FOR THE WEEK.

SUNDAY, Sept. 13.—13th Sunday after Trinity. In p.m.
 MONDAY, 14.—Battle of Poitiers, 1356. Moon's last quarter, 10h. 11m.
 TUESDAY, 15.—Battle of the Alma, 1854. Delbi taken, 1837.
 WEDNESDAY, 16.—St. Matthew. Inauguration of Statues to Sir Isaac Newton, 22.—Lord Denham died, 1834. (Newton, at Grantham, 1733.
 THURSDAY, 17.—Charles I. beheaded, 1649.
 FRIDAY, 18.—Boerhaave died, 1738.

TIMES OF HIGH WATER AT LONDON BRIDGE,
FOR THE WEEK ENDING SEPTEMBER 21, 1859.

| Sunday. | Monday. | Tuesday. | Wednesday. | Thursday. | Friday. | Saturday. |
|---------|---------|----------|------------|-----------|---------|-----------|
| h m | h m | h m | h m | h m | h m | h m |
| 6 11 | 5 30 | 5 51 | 6 13 | 6 38 | 7 8 | 7 47 |
| 8 31 | 7 50 | 8 11 | 8 33 | 8 58 | 9 18 | 9 37 |
| 10 31 | 9 50 | 10 11 | 10 33 | 10 58 | 11 18 | 11 37 |
| 12 31 | 11 50 | 12 11 | 12 33 | 12 58 | 1 18 | 1 37 |

ROYAL ENGLISH OPERA, COVENT-GARDEN (under the Management of Miss Louisa Fyfe and Mr. W. Harrison), will OPEN for the English Operatic Season on MONDAY, October 3.

ROYAL ALHAMBRA PALACE.—McCULLUMS GREAT ANGLICAN CIRCUS.—COMMENCEMENT OF THE FULL SEASON.—Mr. McCullum, Lessee of the Royal Alhambra Palace, is happy to announce to the public that he has made arrangements to produce, in rapid succession, a series of EQUINE AND HORSEMANSHIP entertainments, which have been placed before a London audience. The entertainments given at the Alhambra Palace are of the highest order, blending instruction with rational amusement. Two Performances daily, commencing at Three and Eight p.m.

ROYAL COLOSSEUM.—OPEN DAILY.—Eight First-class Exhibitions and Entertainments.—Open, Morning, Twelve to Five; Evening, Seven to Half-past Ten. Admission, 1s; Children under Ten and Schools, 6d.—Sole Lessee and Manager, Dr. Bachoffner, F.R.S.

THE SISTERS "SOPHIA AND ANNIE" will have the honour of appearing in an entirely new Entertainment (written expressly for them by an eminent author), entitled MERRY MEETINGS, at LICHFIELD, September 19; STAFFORD, 20; WELLINGTON, 21; SHREWSBURY, 22; WREXHAM, 23.

MINERALOGY.—KING'S COLLEGE, LONDON.—Professor TENNANT, F.R.S., will commence A COURSE OF LECTURES ON MINERALOGY, with a view to facilitate the Study of Geology and of the Application of Mineral Substances in the Arts. The Lectures will begin on FRIDAY, OCTOBER 7, at Nine o'clock a.m. They will be continued on each succeeding Wednesday and Friday at the same hour. Fee, 2s. 2s.

NEW ART-UNION.—Limited to 5000 Subscribers.—For a Subscription of One Guinea will be given a Set of Seven of the finest Large Line Engravings ever issued, the proof impressions of which were published at Society's Guinea. They are of world-wide celebrity and undying interest. Each of the seven given for the Guinea subscription is of more value than the single print usually given by Art Unions for the same sum. The Plates will be destroyed so soon as the 5000 sets are absorbed, so that each Subscriber will thereupon hold a property worth at least 10s. 6d. an impression, or 13s. 6d. for the seven, and, as feeling secure that he can command a ready sale for the Engravings will be sent for inspection anywhere in London. Specimens may be seen, and Prospectuses obtained, at Day and Son's, Lithographers to the Queen, 6, Gate-street, Lincoln's Inn-Side, London.

CONSUMPTION HOSPITAL, BROMPTON.—Further HELP is sought to MAINTAIN this HOSPITAL, which is now FULL, in entire efficiency. Bankers, Messrs. Williams, Deacon, and Co., 130, Birch-lane. Public Room, Hon. Sec.

HYDROPATHY.—The BEULAH SPA HYDROPATHIC ESTABLISHMENT and HOTEL, UPPER NORWOOD, within twenty minutes' walk of the Crystal Palace. For particulars apply to Dr. Ritterbrandt, M.D., the Resident Physician.

DR. DE JONGH'S (Knight of the Order of Leopold of Belgium) LIGHT-BROWN COD LIVER OIL, Prescribed by the most eminent Medical Men throughout the world as the safest, speediest, and most effectual remedy for

CONSUMPTION, BRONCHITIS, ASTHMA, GOUT, RHEUMATISM, NEURALGIA, DYSPEPSIA OF THE STOMACH, INFANTILE WASTING, RICKETS, GENERAL DEBILITY, AND ALL SCROFULOUS AFFECTIONS.

SELECT MEDICAL OPINIONS. A. B. GRANVILLE, Esq., M.D., F.R.S., Author of "The Spas of Germany," on "Sudden Death," &c. "Dr. Granville has found that Dr. de Jongh's Oil produces the desired effect in a shorter time than cod liver oil, and that it does not cause the nausea and indigestion too often consequent on the administration of the Fish Oil."

R. M. LAWRENCE, Esq., M.D., Ophthalmic Surgeon to the Great Northern Hospital, &c., &c. "I am so impressed with the superiority of Dr. de Jongh's Cod Liver Oil that I invariably prescribe it in preference to any other, and am commencing a new and interesting article, and not a manufactured compound, in which the efficacy of this invaluable medicine is destroyed."

R. D. EDGUMBER, Esq., M.D., Surgeon to the Royal Dispensary, London, &c., &c. "I have used Dr. de Jongh's Cod Liver Oil in my own family with marked success, and believe it to be in its effects superior to every other preparation."

Sold ONLY in IMPERIAL Half-Pints, 2s. 6d.; Pints, 4s. 9d.; Quarts, 9s., caplined and labelled with Dr. de Jongh's signature, WITHOUT WHICH NONE CAN POSSIBLY BE GENUINE, by respectable Chemists.

SOLE CONSIGNERS, ANSAR, HARFORD, and CO., 71, STRAND, LONDON, W.C.

THORLEY'S FOOD FOR CATTLE.—Its composition has met with the approbation of Dr. Hasall, and others qualified to pronounce an opinion as to its intrinsic merits. In every case where it has been properly used, it has proved itself both efficacious and economical. The fact that some of the most intelligent agriculturists in our colonies, where food for cattle is cheap, are entering into arrangements for a regular supply of it, is the best practical evidence which can be given as to its efficacy and economy; for if it pays them, it must be profitable to the farmer at a high price that he now pays for it. Its consumption is annually increasing. In any of the maladies to which live stock are subject, it does not interfere with medical prescriptions, but the contrary; for in almost every case it ought to prove a powerful auxiliary in the hands of a skilful veterinarian. In proof of these conclusions, we give the following examples:—

Two Horses (1).—William Miles, Esq., Duxford, in ordering cattle food of Mr. Thorley, says:—

"I have tried it with great success on a little mare fourteen and a half hands high, twenty-seven years old, and a perfect 'bag of bones.' It may be interesting to you if I detail the gradual increase in her weight between February 20 and June 11, on which day I last weighed her.

"On the 20th of February, she weighed cwt. qrs. lbs.
 " 20th of March " 5 3 0
 " 17th of April " 7 0 0
 " 11th of May " 7 0 8
 " 11th of June " 7 1 0

"This experiment has satisfied me of the value of your food in getting horses into condition, because she is not only fat and sleek in her coat, but she is hard and in good health and spirits."

(2.) James Walmsley, Esq., in taking out two fine horses to his estate in New Zealand, lost one of them at sea, and nearly the other. But, recollecting he had shipped some of Thorley's Cattle Food for a trial, he procured a cask from the hold, and thus saved its invaluable life. (The Cattle Food was long known to sheep "in the long-boat" with some pigs, and the effect produced in a very few days was truly miraculous.) On his arrival at home he gave some of the condiment to his neighbours, using the rest himself, so as thoroughly to test its merits, and being fully satisfied as to its value, he is now concluding arrangements for a regular supply to the colony. (3.) A gentleman in one of the midland counties has now for some time past been following rather a lucrative business in purchasing "done-up horses," recruiting them by seasoning their food with Thorley's condiment, and then selling them thus restored to a perfect state of usefulness. We have here three cases, each differing from the others. The first is one of old age. Farmers are familiar with the adage, "When the stomach fails the horse is done." In this case the worn-out stomach is restored to healthy action, and hence the horse is renewed. The second is a case of debility from overwork and rears for itself. The third is obviously a case of debility from overwork. We quote it to show the value of the condiment in the transport of cavalry horses, of breeding stock to our colonies, and of cows on board ships for supplying milk. The third is applicable to horses of every kind and age, and proves the value of the condiment in all cases of hard work. The Cattle Food—Three different examples shall also be given under this head—fattening cattle, milch cows, and calves.—First, Henry Ambler, Esq., Watkinson Hall Farm, Halifax, in writing to Mr. Thorley, says:—"Having used your Cattle Food for some time with the most encouraging results, I shall continue to use it, and to recommend it to all my friends who take an interest in giving their stock something that will really do them good." Mr. Ambler is one of the leading members of the Halifax and Calder Vale Agricultural Association, and, being one of our best breeders and farmers, his better authority could be given on the subject. We may also mention that this society, at its summer meeting, held at Halifax on the 27th of August, 1859, awarded to Mr. Thorley "a card of commendation" for his Cattle Food—an award no less complimentary to him than to the society—for the exemplary progress it is making in the great march of improvement. Second, Dr. Brown's cow yielded with seasoned food twice the quantity of milk and butter she did with unseasoned. When Thorley's condiment was withdrawn she fell back to "one gallon of milk per day, making two pounds of butter per week." When again given she yielded two gallons of milk per day, making four pounds of butter per week. The experiment was repeatedly made, and with the most conclusive results, the increase of milk doing much more than paying for the condiment. Third, C. J. Knox, Esq., Jackson Hall, Coleraine; Mr. Fallarton, Mains of Ardross, Forfarshire; Mr. Overman, Manden, Beds, and others furnish conclusive evidence in its favour for calves, the quantity of milk being more than covering the expense of the condiment. The mortality among calves from bowel complaints is great. Mr. Fallarton states that he not only saved this loss, but that his calves "thrive to a wish;" so that he thus realised a threefold gain—one on food, another on mortality, and the third on growth.

Butter.—A general example will suffice under this head—that of Mr. Hemming, Caldicot, Monmouthshire, of Mr. Smith, Bury; and others, whose united experience in favour of condiment for sheep is conclusive.

Pigs.—Under this head the experience of Mr. Baker, Purwell House—who gained the first prize and silver medal for the best pig in extra stock at the Smithfield Club Show, December, 1858—is highly satisfactory and conclusive. We may also mention a case of "ill-thriven pigs" belonging to Mr. Hopkins, of Howham, Lincolnshire, that recovered on being fed with seasoned food, and ultimately came to weigh nearly thirty stone imperial each."

In support of these we might add a force of testimony in every case more than sufficient to sweep before it all opposition; but in physical science one fact is just as good as a thousand, often better; and therefore the different cases selected we leave to speak for themselves. They prove beyond a doubt the value of cod liver oil and other horses, and during war, when such are irregularly fed, as in the Crimea; to farmers and cowkeepers who have "ill-thriven" stock which do not pay for their keep, or to those who may wish to make more of their stock than they now do; to veterinary surgeons in the exercise of their profession; and, lastly, to private families who keep a cow.

Sold in casks containing 48 packages, each package one feed, at the cost of 5s. per case; also in casks, containing 48 feeds, with measure included, price 5s. per cask. Carriage paid to any railway station in the United Kingdom. None are genuine without the signature being affixed to each package or feed—Joseph Thorley Inventor and Sole Proprietor, Offices, 77, Newgate-street, London. Post-office orders must be made payable to Joseph Thorley, General Post Office, St. Martin's-le-Grand. For export the 5s. cases only are shipped. The Public are cautioned against being imposed upon by worthless imitations.

THE ARMY.—SANDHURST LODGE, 1, Queen's-road West, Primrose-hill, N.W. (established 1849).—Thorough Preparation for Addiscombe, Sandhurst, Woolwich, and Commission direct. A Prospectus, detailing the peculiar advantages of this Establishment, and the success of its pupils, with terms, testimonials, and references, will be forwarded, on application to the Resident Tutor.

THE MILITARY COLLEGE, Richmond, Surrey.—Patron—F. M. the Right Hon. VISCOUNT COMBERMERE, G.C.B., G.C.H. President of the College—The Rev. E. Broadley Burrow, B.A., Oxon. For terms, &c., apply to Captain Burrow, at the College.

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NAVAL CADETS, &c., quickly prepared to pass their EXAMINATIONS at the Royal Naval College. During the last quarter two pupils took the First and Second Places at the Royal Naval College, Portsmouth. A Prospectus, with a List of Pupils prepared, sent on application to Mr. CHARLES F. COOPER, R.N., Royal Naval Establishment, Ryde, Isle of Wight. (Only a limited number taken.)

ROYAL NATIONAL LIFE-BOAT INSTITUTION.—The Committee of this Institution earnestly appeal to the public for pecuniary assistance to aid them to meet the present heavy demands on the limited funds of the Society. THOMAS BARNES, Chairman. THOMAS CHURMAN, Deputy-Chairman. Contributions will be thankfully received by Messrs. Willis and Co.; Gouss and Co.; Herries and Co.; and at the office of the Institution, 14, John-street, Adelphi, W.C.

CHEAP FRAMES for the "Great Eastern."—Neat Gold Frames, Glass, and Back, for 5s.; a very Handsome Gold Frame, complete, 7s. The trade and country dealers supplied with most descriptions of fancy wood and gilt mouldings. Very elegant ornamental Gold Frames and Brackets kept on stock, 30 by 25, four inches wide, 25s.—At G. REES, 139, Drury-lane (opposite Brury-lane Theatre). Established 1830.

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CAUTION.—In consequence of attempts to deceive the Public, it is necessary to state the HERALDIC OFFICE and STUDIO is in Turnstile, adjacent to the Law Courts of Lincoln's Inn. H. SALT, Observer. The Lincoln's Inn Heraldic Office.

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THE LADY'S NEWSPAPER and PICTORIAL TIMES is the best Illustrated Weekly Journal for Ladies, being especially devoted to their interests, instruction, and amusement. It contains each week, besides the usual Illustrations of the Events of the Day, the Latest Paris Fashions and the Newest Work-table Patterns (working size), and is, therefore, particularly valuable to Ladies and Families out of Town, and quite invaluable in the Colonies. Subscription (paid in advance): Annual, 21s. 6d.; Six Months, 12s.; Three Months, 6s. 6d., either stamped or post-paid to any British Colony; and Single Copy, 6d. May be received through any respectable News-agent, or direct from the Publisher, Mr. W. J. JOHNSON, 83, Fleet-street, London, to whom money-orders may be made payable.

WITH No. 54 of the PHOTOGRAPHIC NEWS for this week, price 3d., by post 4d., is presented, gratis, a large and beautiful Photograph of the TULLIERES, showing the advance made in this most important discovery. The Photograph has been prepared expressly for the "Photographic News" by permission of the inventor, M. Fox Talbot, Esq. Orders should be given forthwith to secure copies, as a limited number only will be issued.—London: CASSELL, PETER, and GALT, La Belle Sauvage-yard, E.C.

The ILLUSTRATED LONDON NEWS for this week, consisting of the Number, Supplement, and Coloured Engraving of the Great Eastern at Sea, may be sent through the Post Office to China, Australia, New Zealand, Canada, or the United States, by affixing to it a penny postage stamp. For India two stamps are required.

THE ILLUSTRATED LONDON NEWS.

LONDON, SATURDAY, SEPTEMBER 17, 1859.

THE news from China, if not disastrous, is vexatious. Yet it arrives at a moment when it may be made the means of testing the reality of the Anglo-French alliance. To this effect it may become valuable to the politics of the world; and to this extent, disagreeable as it may be, it is not altogether inopportune.

It is clear that the relationship of China towards the civilised nations of the world must be once for all defined. If the Chinese, in their insolent pride of superiority to the rest of the human race, and especially to Europeans, are not amenable to reason, they must be made amenable to something else. They and their country stand in the highway of civilisation. The intercourse of the several nations of the world is so constant and regular, and they all depend so much on each other for their mutual happiness and prosperity, as in fact to constitute but one great cosmopolitan community. There are in our days but two kinds of nations to be recognised—the civilised and the barbarian. The nation that is not with us is against us. Red Indians, Negroes, Kaffirs, New Zealanders, and Chinese are either within the pale, or beyond it. With the utter barbarians we know how to deal. Their weakness and their comparative paucity of numbers seal their doom; and if they block up the road of civilisation, as they do in some parts of the North American continent and in South Africa, they are either gradually extirpated, or, to use the expressive American phrase, they are "civilised off the face of the earth." With a semi-civilised people, such as the Chinese, who happen to be both powerful and numerous, the laws that apply to Red Indians and other aborigines are inoperative. The world does not wish

to extirpate them, even if the task were easy; and to reform them, in the American sense of the word, is utterly impossible. But the questions remain—Can they not be made to feel their true position? Can they not be compelled to acknowledge that a solemn treaty is a solemn treaty, and must be observed? Can they not be taught that perfidy and perjury towards foreigners, whom they call "barbarians," are crimes, that the said "barbarians" are bound to, punish? No doubt it is very difficult to convince such stolid, perfidious, and self-sufficient Asiatics as the Chinese; but the task is one which has to be performed by one means or another; and, luckily or unluckily for Great Britain, it devolves upon her in the first instance. To bring these obstinate semi-savages to reason, and to impress upon them the fact that they must conform to civilised usages or bear the consequences, has for the last fifty years been one of the first duties, and now threatens to become one of the greatest difficulties and necessities, of our time. It is fortunate that France and America are interested equally with this country in opening up the Chinese Empire to the trade of the world, and that the recent massacre of British sailors in the Peiho River is an outrage in the punishment of which every civilised nation will sympathise with this country. Though the British Government is incumbered with many difficulties, and especially with those resulting from the late disaffection among the European troops in India, it is certain that England is quite capable of dealing single-handed with the treacherous Government of China, and that the people of this country, heavily burdened as they are, will not begrudge the expense necessary to vindicate the national honour in the East, and read the Chinese a lesson which they will not forget in a century, however strenuously they may endeavour to shut their eyes and ears and all their senses against it.

But we trust that Great Britain, strong as she is, will not be allowed to deal with this question as if it concerned her and her interests alone, but that the Emperor of the French, who protests that he values the English alliance as the best security for the peace and progress of the world, will unite with this country in one final attempt to bring the Chinese Government into harmony with civilised nations. The occasion is a noble one. The breach of faith and honour on the part of the Chinese is gross and palpable. Nearly five hundred Englishmen have been treacherously massacred. The Chinese have flagrantly broken faith both with England and France. All the wrong is on the side of the Asiatics; all the right on the side of the Europeans; and the French Emperor, who boasts that he can go to war for "an idea," can have no nobler idea in which to refresh and bathe his laurels than that involved in this Chinese quarrel. From peculiar circumstances England is in want of soldiers, while France has more than she can employ. Napoleon III. could spare 5000 or even 10,000 or 20,000 men, were they necessary for the chastisement of the Chinese, and England could spare a large naval force and all the means of transport. The Great Eastern might be made available almost immediately for the purpose. Will the Emperor of the French give England this pledge of his friendship? For the sake of Europe, as well as of Asia, we trust that he will. If not, England must fight the battle as well as she can, either by finding means at the last moment to retain in India the disaffected European troops for this new service, or by employing the lately-revolted sepoys and other Indian soldiers in humbling the pride of a nation with which they have neither sympathies nor prejudices in common. No Englishman will permit himself to doubt of the fact that England will call China to account; and, failing reparation and indemnity, will inflict such chastisement as the Chinese shall both feel and understand. But every Englishman, we think, would be better pleased, for the sake of the example, and of its moral effect in Europe, if France and England combined heart and hand in the cause, and settled the Chinese question once and for ever. It is a great opening for the Emperor Napoleon, and there is reason to believe, from the semi-official announcement in the *Moniteur*, that he has already taken advantage of it.

THE COURT.

The Queen continues, among the Scotch mountains, in the enjoyment of her usual good health.

On Wednesday se'night her Majesty, accompanied by the Princesses Alice and Helena, and attended by Lady Churchill, drove to Dhu Loch. On the same day the Prince Consort went out deer-stalking.

On Thursday se'night the Queen and the Prince Consort drove to Strathdon, and returned by Ballater.

Yesterday se'night her Majesty drove out in the vicinity of Balmoral, while the Prince Consort again enjoyed the sport of deer-stalking.

On Saturday the Queen, accompanied by the Princesses Alice and Helena, drove out, and witnessed the driving of the Aberfeldie woods for deer. The Prince Consort, accompanied by Sir George Grey, and attended by the gentlemen in waiting, were present with their guns. His Royal Highness the Prince of Wales, attended by Colonel the Hon. R. Bruce and Captain Grey, arrived at Balmoral in the evening from Holyrood Palace.

On Sunday her Majesty, the Prince Consort, the Prince of Wales, and the Princess Alice, attended Divine service at the parish church of Crathie. The Rev. Dr. Cook officiated.

On Monday the Queen drove out in the direction of the Braemar. The Earl of Elgin had the honour of joining the Royal dinner party. In the evening the Queen and the Court were present at a ball given to the gillies, keepers, &c., of the Balmoral and neighbouring properties.

On Tuesday his Royal Highness the Count of Flanders arrived on a visit to her Majesty and the Prince Consort.

Her Imperial Highness the Grand Duchess Marie of Russia, accompanied by Madame de Malzoff and M. Manowsky, has left Claridge's Hotel for Torquay.

His Excellency the Prussian Minister and the Countess Bernstorff have arrived from Germany at Tunbridge Wells, where they purpose remaining a few weeks.

The Duke of Hamilton has been staying at Brodick Castle, Isle of Arran, since his Grace's return from the Continent. The Duchess, with the youthful Marquis of Douglas and family, is at Baden-Baden.

The Duke and Duchess of Buccleuch have joined the Marquis and Marchioness of Abercorn at Brockett Hall, Herts, from Drumlanrig Castle, N.B. The Earl of Dalkeith and a family circle have assembled at Brockett.

The Earl and Countess of Derby are entertaining a succession of visitors at Knowsley Park, Lancashire.

The Duchess of Sutherland has left Trentham, to join the Duke and family at Dunrobin Castle, N.B.

The Marquis of Lansdowne has left Lansdowne House for Bowood Park, Wilts.

The Queen has given a donation of 100 guineas towards paying off the debt of the Royal Botanic Institution of Glasgow.

A letter from Malta of the 9th says:—"H.M.S. *Euryalus*, with Prince Alfred, proceeds to Greece and Turkey on Saturday. A small schooner will accompany, to land the Prince in places where the *Euryalus* is too large to enter."

NOTES OF THE WEEK.

THE Ettrick Shepherd, in one of the best of his minor poems, has pictured a scene of sudden dismay on board a noble ship, and though happily all the terror of his catastrophe was absent from the moment of the disaster which may, without exaggeration, be said to have caused a rational regret, some lines force themselves on the memory—

This moment she sailed all stately and fair,
The next—
Some clung to the cordage, some knelt at the shrine,
But all that was terrible seemed to combine;
There was but that moment of stir and commotion,
And—

But, thanks to a gracious Providence; thanks to the intellectual power with which Providence gifted the framers of the mighty vessel; thanks to the cool heads and brave hearts of those to whom her destinies were committed, the enormous ship whose departure was hailed with triumph last week, whose onward voyage had been so intently watched, and in whose heart a fearful explosion burst out at a moment of security and social enjoyment, all that is dreadful on such an occasion was spared her, save the deplorable loss of life, and almost as deplorable suffering, among the humblest of her workmen. The circumstances by which a destruction too hideous to contemplate were averted—what we term accidentally averted—will never be forgotten by those who were on board the ship when they return thanks for direct preservation. The safety of the vessel herself is due to her splendid construction and her adamant power of resistance to the most terrible of shocks; and that neither terror, nor haste, nor ill counsel permitted the mischief to spread, or lives to be cast away in mistaken efforts to escape, is the merit of the calm, brave man who commanded the ship, of his devoted and disciplined subordinates, and of the men of science who were associated in the great undertaking. The damage will speedily be repaired, and any person capable of thought will see, in the perfect preservation of the vessel from material injury, and in the wise and manly conduct of those in charge of her, additional guarantee for the success of the grandest experiment of the century.

We have so frequently recorded our belief that the so-called treaty with China was a document highly satisfactory as an evidence of triumphant force and diplomacy, but one which it would require considerable time to impress upon the Chinese mind as a rule of conduct towards the Barbarians, that we are inclined rather to wonder that collision has been delayed so long than to be surprised that it has occurred at last. England has committed her usual error—that of undervaluing the resources of her enemies; and a repulse by demi-savages, the loss of a great number of lives, and of several vessels, has been the humiliating result. We must wait further information before we can decide how far our Envoy was wise or justified in resorting to force, though we have little reason to doubt that he did so on due consideration; but we are less inclined to repose confidence in the discretion that attacked a notoriously well-fortified place with so small a force as Admiral Hope brought against the forts. We have done so much, despite all odds, that our gallant commanders seem to think odds against them a necessary element in a deed of glory; but this game must have its losses. We shall, of course, *now* go in resistless strength to the attack, and probably cut one of those

Terrible vistas through which victory breaks

up to the very gate of the capital. But Englishmen will ask whether it could not have been ascertained that the Chinese meant fighting, and whether it could not have been arranged that, if so, at the first conflict they should have discovered excellent reasons for complying with the treaty.

India has had her day of thanksgiving for the triumph of British arms and the suppression of the mutiny. The 28th of July was the day selected for the purpose, and the observance of the occasion seems to have been very general. We wish that as satisfactory news accompanied the information; but the English soldiers, in reference to whose treatment it is hard to speak temperately, refuse to re-enlist, and are to return in large numbers, despite a bit of earnest counsel from the gallant Lord Clyde, the "soldier's friend." If, as has been suggested, some compromise could be effected, and these tried troops could be taken to China to vindicate the honour of their Queen's flag, it would be well; and if the process were costly no one at home would grudge the expense of an act combining justice and policy.

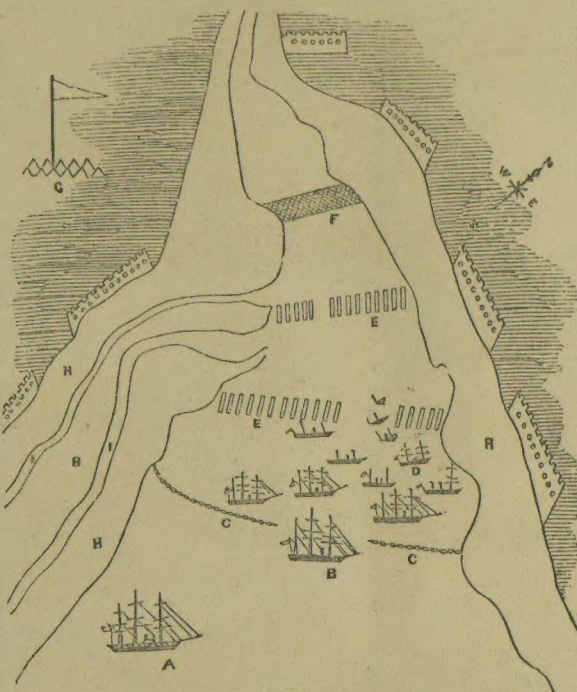
Mr. Bright delivered some days back a rather fierce speech against a good many things as they are; and, one of those things being the Army, Colonel North has hastened to retort upon Mr. Bright that he knows very little on the subject, and what he does know he misstates; also, that the officers of the Army care very little what he says; and that he is very loud out of the House, but very subdued in it, with other original flowers of rhetoric. Nevertheless, it must be allowed that Mr. Bright paints with a pound-brush, and with the feeling that he is working for a class of spectators who do not understand the delicacies of art, but must have a good teaboard daub, excessively "effective," in which case they do not mind false perspective and outrageous colouring.

Lord Derby is so indignant at the conduct of the people on one of his Irish estates in screening, or at all events not delivering up to justice, the perpetrator of a wicked murder, that his Lordship has ordered the estate to be cleared of its population. For this course a storm is opened on him by the journals of the priests, and his act is doubtless open to grave comment; but the clerical censurers do not come into court with clean hands, it being notorious that did they put such a population under proclamation, and use their influence with the ignorant and superstitious persons who conceal murderers, the latter would be in gaol twenty-four hours after the commission of their crime. One Catholic priest recently dared to denounce from the altar the accomplices of criminals, but his example has not been followed by his brethren. Englishmen are accused, in the worn-out cant of certain parties, of "not understanding the Irish character;" but they understand, just as well as honourable and patriotic Irishmen can do, that priestly influence is as mischievous in Ireland as everywhere else where the persons influenced are uneducated and therefore bigoted. Let the priests save Lord Derby from the supposed necessity of clearing Doon, and the journals from a real Irish grievance.

The Circassian chief Schamyl is once more reported as captured by the Russians. We shall believe it when we hear of his arrival in St. Petersburg. When he comes there will doubtless be a sensation created, and we shall hear much of the "gallant mountaineer," about whom French novelists have already spun a good many of their fictions. All honour to a man who has shown determination and bravery in defending his country against invaders! This said, and Schamyl having all the benefit of it, we recommend sentimentalism to restrain its hysterics until it learns a little more of the chief's personal character, as, by credible accounts, he seems to have much more of the bandit about him than enthusiastic hero-worshippers might like to hear. To be sure, London society of the best class has no right to be fastidious after its lavish carresses of the amiable Nepalese nobleman who killed a lot of his uncles, cousins, and friends with his own hand at breakfast one morning, and was overwhelmed with invitations to good houses when he was last here, after that little arrangement of family unpleasantness.

RENEWAL OF HOSTILITIES IN CHINA.

By the arrival of the Overland Mail, via Marseilles, we have received journals and correspondence bearing date July 22. Our Special Artist and Correspondent writes from Hong-Kong on that day as follows:—"The astounding intelligence of our total defeat at the Peiho came upon us like a clap of thunder. 461 men were killed and wounded; three gun-boats were sunk, and several very much damaged; the Admiral was wounded, and many officers were killed. A steamer has been dispatched to Calcutta for reinforcements, and it is expected that in two months 10,000 troops will be out here. The treaty is at an end, and war, real war, is the order of the day. Every precaution has been taken at Canton, from which place I came down yesterday, though till now no attempt has been made against us. Our force has fallen back on Shanghai, and at present we are not acquainted with the enemy's movements. A bold stroke would play great damage at Canton, the river being full of mandarin-junks, heavily armed, and only three gun boats to oppose them. I inclose a plan which will give your readers some idea of the fight." [The plan of the scene of action on the Peiho engraved herewith from the Sketch forwarded by our Special Artist will be given next week on an extended scale.]



A. The Highflyer.
B. The Tiger.
C. C. Chain.
D. The Commodore.
E. E. Iron Barriers.
F. Third Barrier.
G. Chinese Troops.
H. H. H. H. Mud Banks.
I. I. Ditches.

PLAN OF THE SCENE OF ACTION ON THE PEIHO.
The Times correspondent at Hong-Kong thus explains the diplomacy which preceded hostilities:—"Mr. Bruce arrived off the Peiho on the 18th of June, and sought communication with the authorities on shore. No officers of rank were found, but some messages were interchanged between some petty mandarins and Mr. Bruce's suite. The tenor of these was, that the Foreign Ministers would be allowed to proceed to Peking by a passage to the northward, but that no man-of-war would be allowed to enter the Peiho. They disclaimed acting under Imperial orders, stating that the forts and barriers were constructed by the country people to protect them against pirates. Failing to obtain any satisfactory intercourse, Mr. Bruce handed the matter over to Admiral Hope, who, on the 25th of June, proceeded to force a passage." The result is thus given in extracts from the North China Herald:—

On the 25th of June, the negotiations with the Chinese having come to nothing but a put off to gain time, the Admiral, with his flag flying in the Plover, followed by the gun-boats Lee, Nimrod, Cormorant, Opossum, Banterer, Starling, Forester, Kestrel, Janus, and Haughty, proceeded to take up a position off the Peiho forts, ready to attack in case the Chinese should offer any resistance to clearing away the barriers. At two p.m. the batteries being pretty well obtained, with the exception of Starling and Banterer, who were on shore—the former on the south and the latter on the north bank—the Plover and Opossum weighed; the latter proceeded to clear away a passage through the iron stakes which composed the first obstruction. Two of these having been drawn, the Plover, followed by Opossum, passed them, and also the second boom, which had been destroyed by the Flag-Captain on the previous night. On arriving at the second she attempted, together with the Opossum, to break through it, but without effect; almost immediately a single gun was fired at her, and directly all the masks were rolled up a tremendous fire was opened on the squadron, and the action became general. The Lee, by signal from the Plover, passed through the stakes to the support of the Admiral. The Plover and Opossum were, however, soon obliged to slip, the fire being too heavy for them, and, followed by the Lee, dropped clear of the stakes at 3.15. The gun-boat Plover suffered very much in killed and wounded. An officer was sent to the reserve to order up reinforcements, but the tide was too strong for the boats to attempt to pull up. The American flag-officers very kindly offered to tow the boats up to a position to enable them to reach the gun-boats. At 4.30 the enemy's fire slackened considerably, orders were sent down to the reserve for the marines and naval brigades to prepare to land, and the Forester and Opossum, together with the Tiger, proceeded and towed them to the Nimrod, the place of rendezvous. At an early period of the action the Admiral had been wounded on board the Plover by a splinter in the thigh, and that vessel was almost entirely disabled. He shifted his flag to the Opossum; when there he took his station on the caboose, and thence issued his orders until a round-shot cut the mainstay on which he was leaning, and caused him to fall on the deck, a height of some eight feet, breaking a rib and severely shaking him. After a short time he left the Opossum in the Du Chayla's gig, and proceeded to the Cormorant, where he remained. At 5.45, the boats having assembled alongside, Nimrod pushed for the shore as near to the stakes as possible, and opposite to the left bastion, about 600 yards distance from it. The landing here was composed of mud about knee-deep, and the greatest difficulty was experienced in getting up the scaling-ladders and bridges. The marines and naval brigades, a small portion of which had only just landed, pushed to the front, under a heavy fire from six guns in flank and in front. The fire from the walls of jingalls, rifles, and arrows was also very heavy.

No check had hitherto taken place, but here a ditch five feet deep and ten broad occurred, and the men, having no choice, plunged across and thereby wasted their ammunition. A party of some fifty officers and men again pushed on and crossed another wet ditch, which took them within twenty yards of the wall. In the meantime Captains Shadwell and Vanisfart, as also Colonel Lemon, having been wounded, the command devolved upon Commander Commerell and Major Parke. It was now about nine o'clock, and darkness had set in. The position of the landing-party was most precarious: fifty officers and men alone remained in the first ditch, and about 150 in the second. Many had been killed and wounded; and, with the exception of a small body one hundred and fifty yards further back, no reinforcements appeared to be offering, and the men already at the front were perfectly exhausted, and without dry ammunition or rifles fit to use. The officers in vain encouraged their men to charge to the wall, but it was ineffectual; the men were few and done up; and, even if they had, they never could have carried them against the thousands that lined the walls. Under these circumstances the commanding officers dispatched an officer to the rear to ask for instructions, and the senior officer sent him back immediately with orders for the force to withdraw, as no reinforcements could be sent. Directly this order was received the wounded were dispatched to the rear by twos and threes, and, two hours having been given them to get to the boats, the small advanced party retreated in good order from ditch to ditch, examining the ground in their retreat for any wounded that might have been overlooked. Many poor fellows, alas! in the retreat fell to rise no more, but the wounded were saved and brought off.

In the meantime the boats of the squadron under Captain Willes employed themselves in embarking the wounded and landing-party, and at one o'clock or a little after they were all off. The gun-boats did their duty ably, and covered the landing-party up to the latest moment it was prudent to fire; and shortly after, as a testimony of their hard-fought day, the Lee and Kestrel sunk, and the Haughty just managed to keep herself afloat till the morning, when she went down, but, fortunately, out of range. At three a.m. the Cormorant, with the Admiral on board, and full of wounded, was so fast aground that it was considered necessary to leave her, as she was right under the batteries, and at daylight the enemy would

doubtless concentrate their fire on her, whereas, if she were temporarily abandoned, it was hoped that the enemy would cease firing on her and the next night we should be able to get her off. For the same reasons the Plover and Starling, both immovably aground, were cleared of their crews. The morning of the 26th showed our squadron in sad condition—hardly a gun-boat was undamaged. However, during the day the carpenters of the squadron were employed patching them up temporarily, and, the Starling having floated, her Second Master proceeded in a dingy and cut her cable, when she drifted out of range with the ebb. That night attempts were made by Captain Willes to recover the Cormorant and Plover, but without success. The Cormorant's ship's company having remained till eleven p.m. to endeavour to float her, a most terrific fire was opened upon her from batteries both north and south, and it soon became evident that she was sinking. Orders were therefore sent down to Commander Wodehouse, ordering him to abandon her if he had no hopes. Her ship's company and officers were embarked accordingly, but not before the water was up to the lower deck; and half-an-hour afterwards she went down head foremost. The same night fresh attempts were made on the Plover, but it was found impracticable, as she was full of water, and her shot-holes between wind and water gave no hope of her being able to float. At daylight the Kestrel, sunk on the 26th under the batteries, was observed drifting out, and, having been towed by the Janus into shoal water, was eventually recovered. During that day the enemy got on board the Plover, over the mud, and saved us the trouble of destroying her by setting her on fire themselves, but not before a great portion of stores had been recovered.

The next two or three days the boats of the Chesapeake were employed destroying the abandoned vessels as much as possible.

A writer in the Ceylon Observer would implicate the Russians. He writes as follows:—

The belief is universal throughout the squadron that Europeans manned the batteries as well as Chinese. Men in grey coats, with closely-cropped hair, and with Russian features, were distinctly visible in the batteries, and the whole of the fortifications were evidently of European design. Some of those who advanced near to the wall even go so far as to declare that they heard men calling for "more powder," in Russian; and this morning it is reported that two dead bodies floated out of the river, dressed in Chinese clothes, but having incontestably European faces.

LIST OF OFFICERS KILLED AND WOUNDED.

Killed: Lieuts. Graves, R.N., Clutterbuck, R.N., Rason, R.N.; Captain McKenna, Royal Regiment; Mr. Herbert Midshipman, the Chesapeake; Lieuts. Woolridge, Royal Marine Brigade, Inglis, Royal Marines, the Highflyer.

Wounded: Admiral Hope; Capt. Vanisfart, the Magicienne; Capt. Shadwell, the Highflyer; Capt. Willes, the Chesapeake; Colonel Lemon, Royal Marine Brigade; Lieut. Purvis, R.N., the Highflyer; Lieut. Buckle, Magicienne; Mr. Burniston, master, the Banterer; Mr. Armitage, midshipman, the Cruiser; Mr. Powlett, midshipman, the Cambrian; Mr. N. B. Smith, mate, the Chesapeake; Mr. Phillips, second master, the Plover; Lieut. Longley, Royal Engineers, the Plover; Rev. H. Hewitt, chaplain, Royal Marine Brigade; Capt. Masters, the Chesapeake; Capt. Slaughter, Royal Marine Brigade; Lieuts. Williams and Crawford, Royal Marine Artillery; Lieuts. Collier, Carrington, and Smith, Royal Marine Brigade; Lieut. Perceval, the Fury, slightly.

Total Killed and Wounded: British, 464; French, 4 killed and 10 wounded, including Captain Tricault (Du Chayla), wounded in the arm.

AUSTRALIA.

A public meeting, on the subject of local defences, had been held in Melbourne, and his Excellency the Governor attended to give tranquillising assurances. He gave an account of what he had done, and added that, pending the arrival of the ordnance and ammunition he had ordered in England, "our harbours will not be in so defenceless a condition as supposed, since, besides the small batteries erected in Hobson's Bay, the presence of her Majesty's war-steamers Victoria, and the aid derivable from her Majesty's 40th Regiment and the several volunteer corps, a powerful ship of war may be daily expected. His Excellency's assurances were regarded as satisfactory. The Victorian Parliament was prorogued to the 10th of August, with a view to dissolution and the election of a new one under the Reform Act. The Royal assent has been given to a bill limiting the duration of Parliaments to three years.

The Governor-General of New South Wales has gone to Norfolk Island in the exercise of his viceregal protectorate over the Pitcairn Islanders located there. The customs revenue collected at the port of Sydney during the month of June amounted to £45,356 18s. 7d. During the corresponding month of 1858 the receipts were £43,931 16s. 3d. There is, therefore, an increase of £1425 2s. 4d., or about 3 per cent on the past month.

METROPOLITAN NEWS.

THE POPULAR POISONING CASE.—On Friday week Frederick Royal, alias Reynolds, charged with having poisoned Zipporah Wright, was committed for trial by the Thames police magistrates. The analysis made by Dr. Letheby showed that she had died from the effects of irritant poison.

THE CABMEN'S CLUB.—Lord H. Cholmondeley presided on Tuesday night at a meeting of cabmen held in Newington Butts. The purpose of the meeting was to found a cabmen's club on the south side of the river, and a committee was appointed for that purpose. Two of these clubs already exist in the metropolis, one at King's-cross and the other in Westminster.

ST. GEORGE'S-IN-THE-EAST.—Notwithstanding the elaborate admonition of the Bishop of London, the "miserable controversy" at St. George's-in-the-East continues to be carried on with outrageous indecency. The clergyman who officiated on Sunday was roughly hustled within the walls of the church, and his hood and stole were torn from him. There were the usual hooting and hissing during the service, the churchwardens standing quietly by, and the police declining to interfere.

THE NEW BRIDGE AT WESTMINSTER.—It is now confidently anticipated that the first half of the new bridge will be ready to open for public traffic early in the spring of the ensuing year, when the old bridge will be at once removed, and the construction of the other portion of the new bridge proceeded with. Great progress has been made within the last few weeks in the construction of the upper section of the new bridge; all the arches, with the exception of that next the Middlesex shore, have been turned, and a great portion of the permanent way has been laid down.

BIRTHS AND DEATHS.—Last week the births of 875 boys and 826 girls (in all 1701 children) were registered in London. In the ten corresponding weeks of the years 1849-58 the average number was 1531. Much has been done to improve the health of London, yet 1111 persons died within its limits in the week ending Saturday last, that is, rather more than 168 daily. The mortality is now near the average rate which—exclusive of the weeks of 1849 and 1854, when cholera was epidemic—would have demanded 1102 lives.

NARROW ESCAPES FROM FIRE.—At a fire which took place on Monday morning on the premises of Mr. Tunbridge, in the Great Dover-road, Southwark, several persons had a narrow escape of a frightful death. With one exception they succeeded in getting upon the roof, but nearly stifled with heat and smoke. Thomas Hall, the conductor of the Royal Society's escape, was informed that there was still a female in one of the upper rooms. He at once pitched his escape in front of the burning building, and, upon reaching the room, found it completely on fire, and a female standing in the middle of the apartment. The conductor induced her to rush to the window, and happily he brought her in safety down the lagging of the escape. Mr. Tunbridge's premises were all but destroyed. Another fire occurred in the Princess Victoria Tavern, Ernest-street, Regent's Park. As in the previous case, the whole of the inmates were exposed to the greatest danger. The fire having broken out in the bar, the liquors became ignited, and then the flames took a complete sweep up the staircases. Some constables entered the next house and passed through the trap-door, and, after walking over the roof, entered the house on fire, and succeeded in pulling out, one by one, eight persons.

THE BUILDERS' STRIKE.—The operative builders of the metropolis remain firm in their hostility to the "document." The yards were all thrown open on Monday, but only from thirty to forty men are said to have signed the obnoxious declaration. At four establishments the masters yielded to the men. The Messrs. Trollope have only 150 men engaged, their full complement being 400. The men seem resolved to hold out. The dividend declared by the Conference on Monday was at the rate of 3s. 6d. per man for the lock-outs; and Trollope's were paid 12s. 6d. skilled, and 8s. unskilled, artisans. £1168 6s. 11d. was distributed amongst 6976 men. The executive committee of the Conference met as usual on Tuesday morning at the Paviers' Arms, when it was reported that Messrs. Newson and Sons, employing about 100 men, had opened their shop without the document, and several others, and the men were in the best spirits. At the usual weekly meeting of the trades' delegates on the same day, respecting the building strike, the delegate from the Amalgamated Engineers brought down the promised £1000, and handed it over to the treasurer, stating that the engineers had voted the sum by a majority of 16 672 against a minority of 143. Mr. Hemp, chairman of the engineers, said he had to inform the meeting that this money did not come out of the funds of the society, for the members had expressed their determination to pay it out of their pockets, and that in addition to that they would each subscribe sixpence per week. A resolution was then unanimously adopted—"That the delegates of the various trades do form a committee to call an aggregate meeting of the operatives of the London trades, for the purpose of expressing their sympathy with the building trades on strike." The total amount handed in was £1131.



THE "GREAT EASTERN" ROUNDING THE POINT OPPOSITE [BLACKWALL].—SEE PAGE 265.

COUNTRY NEWS.

The proposed banquet to be given to the Earl of Derby by the "Conservatives of Liverpool" is fixed to take place at the Philharmonic Hall, on Saturday, the 20th of October.

At a meeting of the Town Council at Edinburgh, on Tuesday, it was resolved to elect Sir David Brewster to the chair of Principal of the University, vacant by the death of the late Principal Lee.

Messrs Howey and Co.'s printworks at Old Park, Belfast, took fire about nine o'clock on Monday night. The entire buildings were burned to the ground. The damage done is estimated at £50,000.

Henry Burdett, a gamekeeper, has been five shillings by the Bath magistrates for shooting a cat at Camerton while the animal was lying in a field at a distance of twenty yards from its owner's house.

The differences between the master builders and the carpenters of Dublin have been adjusted, the former having of their own accord adopted the terms proposed by the tradesmen.

On Friday week a labourer, named Hugh Logan, residing in School Wynd, Arderton, Glasgow, was struck on the head by a chimney-pot while leaning against his own door after dinner, and killed on the spot.

The Town Council of the borough of Llanidloes have resolved on presenting Mr. Whalley, M.P., with his portrait, in memorial of the services rendered to them and their neighbours by Mr. Whalley, in originating railways in that part of the principality.

On Wednesday a collision of a severe and fatal character took place on the Great Western Railway between a special train from Oxford and a goods train at the station at Slough. The guard of the goods train was killed.

On Thursday week the annual dinner of the London and Middlesex Archaeological Society and Club took place at the Star and Garter, Richmond—Mr. Thomas Somers Coates, vice-president and treasurer of the society, in the chair.

At an adjourned special meeting of the council of Queen's College, Birmingham, held on Saturday last, Dr. Bond was elected to the vacant office of Dean of Faculty; and at an adjourned general meeting, held immediately afterwards, Edward Gem, Esq., was elected to the vacant office of Treasurer of the College.

BOAT ACCIDENT.—TEN LIVES LOST.—The Cork journals contain accounts of a melancholy catastrophe which occurred on Tuesday se'night at Glandore. A regatta was held there on that day, and a party of ten persons, men and women, left the locality in a boat shortly after dark to return to their homes at Castlefreke. The wind was high and the sea rough. The boat was either capsized or swamped, and every one on board was drowned.

The ground under a portion of the Birmingham Canal at Tividale, near the new tunnel, has suddenly sunk eight to ten feet, the water pouring out into the adjoining fields. Fears were entertained that the water would enter the mines. The accident is attributed to workings in the limestone underneath. Some two acres of ground sank.

On Thursday week the Earl of Carlisle and Mr. Cardwell visited the schools of the National Board at Marlborough-street, Dublin. The viceregal party were received by several of the commissioners, amongst whom were Dean Molyer, Mr. Sergeant O'Hagan, and Master Murphy, who are Roman Catholics.

At Sutton, near Hull, on Sunday, Edward Easterby took down a loaded gun which was hung up in one of the rooms. He laid the gun across his arm, and was proceeding to examine it, when it exploded, and the charge shattered his arm near the elbow-joint. Medical assistance was immediately called in, and amputation was performed just below the shoulder-joint; but the sufferer died next morning.

Two trains met on the same line of rails near the Hitchin station of the Great Northern Railway on Thursday se'night. The "Scotch express" from London at 9.15 was going down, and the Derby train was coming up; a white signal was at first shown to each; this was suddenly changed in both instances to red, but it was too late to prevent collision, and the trains met, smashing each other in such a fearful manner that the absence of fatal injury to any passenger is considered almost miraculous. Several, however, were badly injured; four lie at Hitchin unable to be removed.

THE CHESHIRE BOWMEN held their gala meeting on Wednesday week in Peover Park. The ladies' prizes were gained respectively by Mrs. Lister, for the largest score; by Mrs. Solly, for the best gold; and by two of the Misses Clowes, for the most gold hits and for the second-best gold. The prize-takers amongst the gentlemen were Mr. Mallory, for the highest score (he retaining still the club's champion medal); Mr. B. Bower, for the most central gold hit; and Mr. H. Tomkinson, for the second-best gold. Extra prizes were awarded shooters who were not members of the society. A picnic dinner in the great tent was partaken of by about 150 persons. The day's proceedings were closed with a ball in the hall.

LUNAR RAINBOW.—A correspondent, writing from Middleton, Armagh, on Saturday last, says:—"Within the last ten days we have had the aurora borealis for two nights of unusual extent and uncommon brilliancy; and last night at twelve o'clock we observed a perfect lunar bow almost immediately after an exceedingly heavy shower. It continued for several minutes a perfect arch, then gradually faded to appear again in about half an hour nearly of equal distinctness. The colour was a pale white, to the naked eye no variety of colour being perceptible."

NATIONAL SCHOOLS IN IRELAND.—Mr. Cardwell's Irish official life may be said to have commenced on Wednesday week in Dublin Castle, upon which occasion he received a deputation from a body of teachers of the national schools, who complain of the smallness of their present salaries, and suggest such an increase as would enable them to devote all their time to the instruction of the children committed to their tuition. After a brief discussion, the Chief Secretary stated that the subject should be duly considered before sending in the next estimates to the Treasury.

THE EARL OF DERBY AND HIS TENANTRY IN TIPPERARY.—In consequence of the determination of his tenantry to conceal the murder of one of his tenants named Crow, the Earl of Derby has issued positive instructions to his agent, Mr. Charles G. Grey, to have the entire of the extensive Doon estate, in Tipperary, cleared of all tenants, with the exception of the immediate friends of the deceased, and one or two other occupiers. As quickly as the terms of their several leases permit, these instructions are being carried into effect, so determined is his Lordship to express his utter displeasure at the foul outrage which has been committed.

CURIOUS BARGAIN.—On Thursday week a ladylike person, who gave the name of Miss Phillips, introduced herself to Miss Siddons, the nurse at the Wolverhampton Workhouse, and expressed a wish to adopt some infant. Miss Siddons said she had a sister-in-law who was in a position to put her in the way of procuring the required commodity. A bargain was soon struck. It was necessary to proceed to Birmingham, the mother being engaged to wet-nurse her own child. She, of course, indulged in brilliant dreams respecting the future of her boy; but, alas! on reaching Birmingham she found herself the victim of a ruse, "Miss Phillips" and the child having disappeared.

STORMS ON THE SCOTCH COAST.—There has been a very violent storm on the east coast of Scotland. The *East of Fife Record* says:—"A very severe hurricane commenced on our coast early on Friday morning. The whole fleet of herring boats were out when the gale commenced. Some of them immediately made for the shore, but the great majority remained out till the tide began to flow again, and during that time great fears were entertained of their getting safely ashore. The sea at this time (about nine o'clock) ran very high, and presented one dense mass of white foam. About twelve o'clock they had all got inside the harbour without much damage. One boat, however, belonging to Pittenweem, of which James Young was skipper, while off Caipile farm, swamped and immediately filled with water, pitching its inmates into the raging sea. The unfortunate crew, six men and a boy, met a watery grave."

THE BRITISH ASSOCIATION.—As at present arranged, the sections of this association, which holds its meeting at Aberdeen this week, commencing on Wednesday, are constituted as follow:—A.—Mathematical and Physical Science. President, the Earl of Rosse. B.—Chemical Science. President, Dr. Lyon Playfair. C.—Geology. President, Sir Charles Lyall. D.—Zoology and Botany, including Physiology. President, Sir W. Jardine, Bart. E.—Geography and Ethnology. President, Rear-Admiral Sir J. C. Ross. F.—Economic Science and Statistics. President, Col. Sykes, M.P. G.—Mechanical Science. President, R. Stephenson, Esq. The meeting of the British Association for 1859, commenced on Wednesday evening in the New Music-hall, Aberdeen. There was a very large attendance, and great interest attached to the meeting in consequence of his Royal Highness the Prince Consort being the President elect. Professor Owen, on retiring from the chair, congratulated the members on the prosperous condition of the association, and that it was presided over by his Royal Highness. The Prince Consort, after taking the chair, delivered a very able address, which occupied 40 minutes in delivery, and was loudly applauded throughout. Sir Benjamin Brodie moved, and the Lord Provost of Aberdeen seconded, a vote of thanks to his Royal Highness, which was enthusiastically passed by the large audience. The *Scotsman* informs us that her Majesty the Queen and his Royal Highness the Prince Consort have most liberally ordered preparations to be made for two hundred of the most distinguished of the visitors to the meeting taking holiday on the Decade, at the close of the proceedings, and lunching at the Castle of Balmoral on Thursday, the 22nd inst. The lunch will be served in the fine ball-room of the castle, and will likely take place about two o'clock. The castle is fifty miles from Aberdeen, eighteen miles of which can be travelled by railway.

NEW REFORM MOVEMENT.—The Financial Reform Association of Liverpool are about to enter upon a grand policy of propaganda. Branch associations are to be established in all parts of the country, and a great united effort will, it is expected, be made against the present system of taxation. Mr. Cobden and Mr. Bazley had an interview with the chiefs of the head association at Liverpool, on Thursday week.

CHARLES NORMINGTON was on Saturday last formally committed for trial by the Leeds magistrates on the charge of murdering Mr. Eroughton. The prisoner made a statement to the effect that, though he was in the neighbourhood of the place where the murder was committed, he had no share whatever in the dreadful deed. Beardow, the other man in custody, has been discharged, the evidence against him not being at all conclusive.

The Liverpool magistrates have imposed a fine upon the London and North-Western Railway Company for burning coals in their engines, and thereby causing a nuisance to the inhabitants of Spokeland Cottages, near Edgehill station.

THE PROPOSED TESTIMONIAL TO MR. C. P. GRENFELL, M.P.—We are informed that the committee for conducting the projected presentation of a testimonial to Mr. Grenfell, M.P., have determined that a soirée shall be given to that gentleman early in December next. At this gathering, which it is expected will surpass anything of the kind that ever took place in Preston, it is proposed to present to the hon. gentleman a massive silver epergne. The subscriptions have already reached nearly £400.

ACCIDENT AT THE SILKSTONE MAIN COLLIERY.—On Thursday week a fire broke out in this pit, Masbrough, near Sheffield, and the greatest difficulty was experienced in rescuing the men and boys employed. Two boys are known to have perished, and another person is supposed to have been suffocated or burned to death. The accident is said to have resulted from the overheating of a flue which ran from the engine-furnace to the bottom of the drawing-shaft.

INAUGURATION OF A NEW BAPTIST COLLEGE.—The new college just completed at Rawden, between Bradford and Leeds, for the education of students in connection with the Baptist denomination, was publicly inaugurated on Wednesday week. There was a large gathering of ministers from various parts of Yorkshire, Lancashire, Derby, Nottinghamshire, Leicestershire, and other counties. The proceedings were opened in the morning by a devotional service in the library. A public service was afterwards held in a spacious tent on the adjoining ground. The Hon. and Rev. B. W. Noel, A.M., delivered an inaugural discourse, and the Rev. Dr. Acworth and the Rev. Dr. Godwin took part in the service. At half-past one a cold collation was served in a large tent. Four hundred ladies and gentlemen sat down, Frank Crossley, Esq., M.P., occupying the chair. He was supported by Titus Salt, Esq., M.P., the Mayor of Bradford, the Rev. Dr. Acworth, Robert Mulligan, Esq., T. Aked, Esq., and other gentlemen. A large number of visitors were after dinner admitted into the tent, and addresses were delivered by the hon. chairman, Dr. Acworth, Mr. Salt, and Dr. Godwin. On Wednesday morning a debt of little more than £2000 stood against the building fund; at the meeting in the afternoon not less than £1370 was contributed, Mr. Salt offering to give £100 and the chairman £50 provided the debt was removed at the present time. It is expected that the entire debt will be removed in the course of a few days.

ANNUITY TAX RIOTS IN EDINBURGH.—There has been serious rioting at Edinburgh, in consequence of arrests made for annuity tax. On Wednesday week Mr. Fairbairn, of the St. Andrew's Hotel, and Mr. Brown, a fruiterer, were arrested and taken to the Calton gaol; but on the sheriff's officer proceeding to arrest a third, Mr. Hunter, a confectioner, a passive resistance was offered, and so attracted the notice of the passers-by. As he was lying handcuffed in the cab a large concourse of people assembled, and, hearing that it was an arrest for annuity tax, gave vent to their feelings by cries of execration, and a rush was made to the cab. The concurrent, who was trying by the opposite door to drag Mr. Hunter, was forcibly seized and turned away. The officers were hustled, and their hats knocked off and thrown into the air. One of them unclasped a knife and rushed furiously upon the crowd. A lad narrowly escaped having his cheek ripped open. Again the crowd closed upon the officers, but again did the fear of the open knife make them stand back. The strongest determination was, however, shown that the prisoner should not be taken. While this riot was proceeding Mr. Hunter had been allowed to rise, and was now standing at the side of the cab. The chief officer then declared that he was hindered from executing his warrant, and withdrew his men. Mr. Hunter walked quietly into his shop, amidst the cheers of the people, the handcuffs dangling from his wrist.

BRITISH ARCHEOLOGICAL ASSOCIATION.—This association opened its sixteenth annual meeting on Monday in the town of Newbury, Berkshire. The business opened at two, and at three o'clock the Earl of Carnarvon, the president, before a distinguished and fashionable audience, delivered an opening address, dwelling, in the first place, on the cause which had brought them together; secondly, on the particular sphere of the labours of the week before them; and, lastly, to the character and objects of their proceedings. With great force and beauty his Lordship dwelt upon the legendary history of the counties of Hants and Berks, the character of the Romans and their encampments, and the civil wars and their connection with the two counties. His Lordship concluded by a defence of archaeology. On the motion of the Bishop of Oxford, a vote of thanks was unanimously awarded to his Lordship, and the meeting then separated. There was a table d'hôte under a marquee in the yard of the Pelican Inn at half-past six, and another meeting at the Mansion House, when various papers were read.—The members of this association, joined by a number of the local gentry having a taste for archaeology, began on Tuesday morning the series of excursions which had been arranged for the week. The first place visited was Wash-common, about a mile from the town, where two battles were fought during the civil wars of Charles I. More than two centuries ago this month the first engagement took place, the King commanding the Royalists in person, and the Earl of Essex the Parliamentary forces. The excursionists next proceeded to the park of the Countess Craven, at Hemsted, where are some mounds of interest in relation to former struggles. Avington, a parish about six miles south-west of the town, was afterwards reached, and the church and vicarage were greatly admired. The former, in the interior, is a very curious specimen of Saxon architecture. As the weather changed to rain and hail, with a bitterly cold wind, the cavalcade made for Shaw House, the residence of Mr. Henry Richard Eyre, who gave all a cordial welcome, and invited them to partake of his hospitality. The encampment at Speen and Speen Church could not be reached, as the weather would not admit of the party travelling any longer. In the evening the congress was again held under the presidency of the Earl of Carnarvon. A paper on the Legends of Wayland Smith, prepared by Mr. Thomas Wright, was read. This was succeeded by one from Mr. Fittigrew on the death of Lady Amy Robsart, at Cumor, in 1560.—On Wednesday morning the excursionists started off to visit the once-famous Roman city of Silchester. The congress assembled again in the evening, when other papers were read.

FLORAL FETES AND AGRICULTURAL MEETINGS.

The show of the Manchester and Liverpool Agricultural Society, which concluded on Friday, the 9th inst., and of which we gave some particulars last week, was a great success. There was an unusually large display of machinery and implements, and the show of cattle was in every respect worthy of the highest commendation. The society, indeed, appears to be progressing year by year, and it steadily maintains its rank as second only to the great national association.

To commemorate the opening of the Leeds Townhall, two grand fêtes were held on Friday and Saturday last week in that magnificent building. These fêtes, which had been originated and managed by Mr. T. D. Appleby, of Leeds, being for the benefit of the Leeds Public Dispensary, and under the immediate patronage of her Majesty and the Prince Consort, were supported as they deserved to be. The noticeable articles were the dahlias, Mr. Charles Turner, of the Royal Nursery, Slough, carrying off the three first prizes by his really splendid flowers. The amateurs and cottagers were well represented in the vegetable class, the specimens in which were the finest we have seen in this part of the country. Sir P. Fairbairn occupied the chair on Friday, and read the list of prizes.

The seventeenth annual exhibition of the Keighley Agricultural Society was held on Wednesday week. The money value of the prizes offered for competition this year was £200; and, although the number of entries was somewhat smaller than at the exhibition immediately preceding, the superior quality of the stock afforded some compensation. The Marquis of Hartington, M.P. presided at the society's dinner; Mr. J. Greenwood, M.P. being in the vice chair.

The annual meeting of the Cleveland Agricultural Society was held on Friday week at Redcar. On Thursday evening the proceedings of the meeting were inaugurated by a dinner at the Red Lion Hotel, Redcar, at which about fifty gentlemen sat down, comprising the committee of the society, judges, and a number of the gentry of the neighbourhood. The rapid progress which has lately been made by the show may be perceived from the fact that while the prizes last year amounted to £180, this year they have risen to £312. Among the special prizes was a silver-mounted hunting-whip and £5 for the best couple of foxhounds, a prize which has been introduced for the first time, and a pair of spurs and £2 for the best second couple of foxhounds. The show took place in a field near the railway station, and an immense concourse of people from all parts of the country were present. The entries for cattle were 41; sheep, 89; pigs, 32; horses, 269; poultry, &c., 72; foxhounds, 20; total, 473; or 65 entries more than in the last or any previous year. The magnificent display of horses of the Cleveland breed was the principal feature of the show.

The Breton West Floral, Horticultural, and Agricultural Society held its annual show on Thursday week, in a field near to the Beaumont's Arms Inn, Breton West. £300 was offered in prizes—an amount exceeded by few provincial shows. The entries in stock were fewer than last year, and the floral and horticultural department, on the whole, could scarcely be considered an average, but this may in a great measure be accounted for by the unfavourableness of the season. The stock show, although not so large, was superior in quality. Of pigs there were about forty entries, and amongst them were some fine animals of good breeding, and in the highest state of perfection. The sheep, although not numerous, were of superior

quality. The show of bulls was excellent, the first prize being carried away by a very fine animal belonging to Mr. William Goldwell, of Crigglestone. The show of poultry was large, there being about one hundred and thirty entries from Bradford, Huddersfield, Halifax, Holmfirth, Wakefield, and other places, including some birds of fine breed. The fruit was scarcely up to the mark. The plants were very fine, particularly the six stove and greenhouse plants exhibited by Mr. John Smith, of Thornton Lodge, which carried away the silver cup.

The anniversary meeting of the Thame Agricultural Association was held in that town on Wednesday week, when prizes were awarded for implements and ploughing. A flower show was also held in the grounds attached to the residence of Mr. Seymour, and was a source of great attraction, the band of the 1st Life Guards being present. In the afternoon the friends and members of the association dined at the Spread Eagle Hotel, under the presidency of Mr. T. Herbert Wykham. There were also present the Right Hon. J. W. Henley, M.P., and most of the leading agriculturists of the district. Mr. Henley made a speech on the occasion. The right hon. gentleman, after briefly referring to the dread of a French war, in which he did not participate, proceeded to the question of Parliamentary Reform. Mr. Henley believed that the people of England were content with things as they are, and were utterly opposed to violent innovations. For his own part, he never would be a party to the adoption of a change simply because it was a change. He was more disposed to "bear the ills we have than fly to others that we know not of." At the same time he was anxious not to be considered a political bigot, for he should be foremost in the rank of Reformers if it could be proved to his satisfaction that the well-being of the nation really demanded an alteration in our constitutional machinery.

DINNER TO MR. LEATHAM, M.P., AT HUDDERSFIELD.—On Thursday se'night a banquet took place at Huddersfield in celebration of the return of Mr. E. A. Leatham at the last general election, and also to commemorate his having successfully passed through the ordeal of an inquiry before a Committee of the House of Commons. The dinner was held in the large tent that was used for the soirée to Mr. Cobden, at Rochdale, a few weeks since. The tent was pitched in Mr. North's field, about a hundred yards from the railway station. About twelve hundred gentlemen sat down to dinner, under the presidency of Mr. Mathew Hale, the chairman of Mr. Leatham's election committee. A number of ladies were accommodated with seats in the side aisles; and at half-past six o'clock the doors were opened to the public at sixpence each, and every vacant place was soon filled, there being about three thousand individuals present while the speeches were being delivered. The tent was decorated with flags, on one only there being a motto—namely, "Honesty is the best policy." Mr. Bright was present, and the main feature of the evening was, of course, the brilliant harangue of the Birmingham tribune. The chief burden of Mr. Bright's speech was the necessity for an extensive reform in the laws affecting the representation of the people in Parliament. He mourned over the mispent sessions which had passed over his head; and so disgusted was he with the apathy exhibited by the House of Commons on the great question of Reform, that he felt almost inclined to ask the Chancellor of the Exchequer for "the only office he should probably ever fill"—the Stewardship of the Chiltern Hundreds. After alluding to church rates, and other abuses which he wished to see brushed away, he referred to our excessive naval and military expenditure, but he despaired of any good results from an appeal to the present House of Commons on the subject of economy in this respect. A notable feature in the hon. gentleman's speech was the energy with which he repudiated the epithet of "demagogue." He was ever as ready, he said, to rebuke the excesses of the people as he was to denounce the errors of the governing classes; and he contended that when he asked for an extension of the franchise and cognate reforms he was only pleading for that which, in his opinion, would secure the welfare, permanent power, and grandeur of the British Empire. The assembly was also addressed by Mr. Crossley, Mr. Leatham, and Mr. E. Baines.

THE SHAKESPEARE DISCOVERY.

(To the Editor of the ILLUSTRATED LONDON NEWS.)

In the interests of truth and literature I claim a small space in your Journal to rectify some errors in a recent chapter of "Table Talk," &c. The writer of that article is pleased to say that Mr. Collier's annotated folio "has been withdrawn from the British Museum by its owner, the Duke of Devonshire." This is not strictly true, and may lead to misconception. The volume in question was borrowed by Sir Frederick Madden, and returned by him only because he left town. It was subsequently placed in the hands of the Duke's solicitor, to afford Mr. Collier the opportunity which he requested of re-examining its margins. The writer is equally at fault in saying that it is proposed to appoint a committee "to determine the genuineness of the emendations." No one in his senses would ever dream of appointing or serving on a committee for such a purpose. The question of the genuineness of these emendations has been set at rest for ever, and even Mr. Collier, who so strenuously laboured in the first instance to invest them with the prestige of authority, was compelled to admit that they have none. That after the alarming disclosures in the letters of Messrs. Hamilton and Maskelyne a committee was talked of is true. But the object of this committee was not to pronounce an opinion on the genuineness of the readings, but to examine and report upon the handwriting. And your contributor is egregiously mistaken in supposing that the gentlemen he assumes as likely to serve on such committee have been, or are at all likely to be, nominated for the purpose. An inquiry composed of men who are all, or nearly all, the personal friends of Mr. Collier, who have many of them been the uncompromising advocates of the disputed annotations, and who, with two or three exceptions, have scarcely the pretence of palaeographic knowledge to counterpoise their personal bias, would have no weight whatever in the settlement of this painful affair. The council which the public demands in this case must consist of men whose lives have been passed in palaeographic pursuits, and of whose impartiality and competence to decide there can be no doubt expressed on either side.

The following gentlemen have been proposed, as unexceptionable in every respect:—Sir John Romilly, Master of the Rolls; Sir Frederick Pollock; Sir Charles Young; Rev. Joseph Hunter, Assistant-keeper of the Public Records; Rev. W. Luard; Rev. H. Coxe, Keeper of MSS. at the Bodleian Library, Oxford; T. Duffus Hardy, Esq., Assistant-keeper of Public Records; W. Gairdner, Esq., Assistant-keeper of Public Records; Robert Lemon, Esq., Assistant-keeper of Public Records; and Professor Brewer.

On a tribunal so constituted it may be advisable that no individuals should be invited to sit who have publicly expressed an opinion against the antiquity of the writing. But this does not imply that they should be out of court. On the contrary, it seems indispensable that those officials of the British Museum who have examined the book should be requested to point out the technical grounds upon which their avowed conclusions are founded. If the evidence which these gentlemen conceive to establish the modern character of the penmanship were as clearly upon the surface as the writer of "Table Talk," &c. assumes, the fraud, supposing any to have been committed, would long since have been detected and exposed. F.R.S.

THE FARM.

THE agricultural shows have been attracting more than their wonted share of attention this year. At Keighley, Prince Talleyrand was alone in his glory, and Sir Charles Tempest came out very strong in first prizes. But for the stiff wind, which held the sands at its mercy, and then played havoc with some of the showyard awnings, the Cleveland festival at Redcar was most enjoyable in every way. Lord Faversham's Prince Imperial won the bull prize; and his Lordship's cow Portia was commended; while Mr. W. B. Cox, of Pickering, and Mr. Jolly, of Warlaby, were the other most fortunate owners. "Extra stock" at shows is beginning to take a wide range. At Liverpool it included a Brahmin cow and bull; at Great Grimsby, a donkey; and at Halifax, a terrier dog. At Redcar the notion of a public hound show, which has been long floating in hunting-men's minds, rose into "a great fact" at last; and not only did "the premier huntsman of England," Tom Sebright, join the fray with the best couple from the Fitzwilliam kennel, but he returned home the winner. There were nine entries, including a couple from Lord Middleton's, the Ainsty, and Mr. Hill's kennels, &c., and his Lordship was a good second. It is said that next year the show will be at York; but still the old city is hardly handy enough for the majority of huntsmen, and we look to Leicestershire or Northamptonshire as the great natural centre. Now that little Redcar has begun it, in connection with her cattle show, we may expect to see the thing fairly worked, and the Quorn, Badminton, Wynnstay, Balvoir, Yarrowburgh, and other leading kennels puzzling the "scarlet" jury with their crack puppies and old hounds in separate classes.

The Manchester and Liverpool show was a very successful one, and £1100 was given away in prizes. Viscount Hill's Hetman, Mr. Dickinson's Prince of Prussia, and Mr. Ambler's Prince Talleyrand were among the winning bulls; and the second-named gentleman was in very great force with his herd. Captain Gunter sent nine of his Wetherby herd, and won everything before him. Miss Rose and Duchess 7th were there; and the twin Duchess calves, thirteen months old, had the first prize as a pair of yearlings, beating Mr. Turnbull's, which had in their turn beaten Mr. Douglas's at the Highland Society. In the two-year-old and yearling classes the competition was very keen, and the shorthorn part of the show was decidedly good.

LEIGH HUNT.

(To the Editor of the ILLUSTRATED LONDON NEWS.)

I IMAGINE that a great many readers of the ILLUSTRATED LONDON NEWS must have felt astonished at seeing the kindly notice of Leigh Hunt's death which appeared in your Paper of the 3rd instant followed in the succeeding number by a notice of his life written in a spirit so utterly the reverse of kindly. The writer appears to have gone to his work with the determination not to be guided by that wise old axiom which teaches us to "speak no ill of the dead;" he appears, in fact, to have taken pains to speak of the dead whatever of ill could be spoken. My purpose, however, is here not so much to criticise as to correct. The writer, evidently, did not know Leigh Hunt, and he has worked under no conscientious obligation to verify any of the facts or statements made by him; he has been, indeed, so reckless in this respect that he contradicts himself. He states that the sentence passed upon the brothers Leigh and John Hunt for the libel on the Prince Regent condemned them to two years' confinement "in separate gaols," and then, only four or five lines further on, he says, "Horsemonger-lane Gaol was the prison of the two Hunts, and here the two brothers remained from the 3rd of February, 1813, to the 3rd of February, 1815." Error the first. John Hunt, according to the terms of the sentence, was not imprisoned in Horsemonger-lane Gaol, but in the Coldbath-fields Prison. In the same paragraph in which this mistake occurs there is a second error—Leigh Hunt did not marry a daughter of Mr. Hunter, but a step-daughter.

Referring to the work, "Byron and Some of his Contemporaries," the writer, taking pains to recall to recollection the scurrilous little copy of verses by Thomas Moore, takes upon himself to characterise the account given by Leigh Hunt of Lord Byron's life in Italy as "tinged with ungrateful asperity." How has the writer been enabled to decide upon the question of gratitude or ingratitude? How did he determine the amount or the character of Leigh Hunt's obligation to Lord Byron? The temper of his writing, and the general incorrectness of his statement, indicate that his judgment is simply founded upon an ill-natured assumption. The extraordinary and unshaken friendship of Shelley for Leigh Hunt is the best as it is the readiest answer to such accusations. Shelley was not the man to hold in esteem a man who would repay service with ingratitude.

The writer takes up the old story of Leigh Hunt being called the king of the cockney school of poets, and takes pleasure in attacking the sincerity of Leigh Hunt's love of green fields by stating what was not the fact, that when the "cockney school" articles were written in *Blackwood*, "Leigh Hunt had never been twelve miles beyond London." But it is on the subject of Leigh Hunt's too-well-known pecuniary troubles that he has taken pains to say the most ill-natured things. In dealing with this part of his subject he has gone out of his way to print a long extract from the prospectus of a subscription edition of "The Poetical Works of Leigh Hunt," published upwards of five-and-twenty years ago, the extract being made to have the effect of a common begging letter. The results of this appeal, the writer says, were "sufficient to assist Mr. Hunt all but permanently,"—a statement without foundation; but on the strength of the prosperity assumed to have resulted to Leigh Hunt the writer insinuates a slander. "His life from this time forth," he says, "was that of a recluse removing—we cannot catalogue how often—from one house in the suburbs of London to another." Leigh Hunt in the course of the last twenty-five years of his life removed exactly three times, the last time for the sake of getting into a very low-rented house—to the end that he might leave the world out of debt. On the subject of Leigh Hunt's income during the last twelve years of his life the writer is again in error. It is true that in 1847 her Majesty granted him a pension of £200 a year, but it is not true that "in the same year Sir Percy Shelley, the son of the poet, settled an annuity of a like sum on his father's friend." Sir Percy, with a kindness of heart that did him honour, did what was the known wish of his illustrious father, and settled an annuity upon Leigh Hunt; but the amount was very little more than the half of the sum stated by the writer. Need I point out the erroneous conclusions to which a misapprehension on this subject is calculated to lead readers of the article under notice? The recklessness with which this statement regarding Leigh Hunt's income was made is of a piece with most of the other statements of the writer, who may almost be suspected of writing with the intention of misleading his readers. Even with regard to the quantity of Leigh Hunt's verses he states what is not the fact. "His verse," he says, "fills a pocket volume;" a selection of his verses filled a pocket volume, but a complete collection of his poems (such a collection as he himself announced in a recent number of the *Spectator*) would fill at least two or three "pocket volumes."

But the most offensive statement made by the writer is that in which he heartlessly revives a calumny which it might have been hoped had died long since. The idea that Charles Dickens had really intended to portray his old friend when he drew that unmitigated scoundrel, Skimpole, in his "Bleak House," is what no one caring for justice or truth would have given utterance to; the scandal is one which it is an atrocity to repeat, after the affectionate terms in which Leigh Hunt had been referred to by Mr. Dickens in *Household Words*.

I am unwilling, Sir, to say more on this subject; in justice to the feelings of some who feel the loss of the "old man eloquent" who has passed away, I could not say less.

London, Sept. 13, 1859.

C.

THE THEATRES, &c.

SADLER'S WELLS.—On Saturday this theatre reopened for the season, under the able management of Mr. Phelps, with Shakspeare's fine play of "Romeo and Juliet." The worthy manager himself undertook, as usual, the part of *Mercutio*, which he played to the evident satisfaction of a numerous audience. Mr. Robinson's *Romeo* has much improved. He looks the character admirably, and threw into the passionate speeches much fervour of expression and force of action. His elocution throughout was unexceptionable; but occasionally he, perhaps, erred on the side of violence. Intensity of feeling is much better than vehemence and loud declamation; but we know how hard it is to hit the exact point, and of all characters *Romeo* is the most difficult to deal with in this respect. *Juliet* has a much easier task and most effective business. The fair heroine has found a representative in Miss Heath, late of the Princess Theatre. The line of business in which we have hitherto witnessed Miss Heath afforded no key to her capacity for so onerous a part as that of the passionate, devoted *Juliet*. We were consequently not enabled to form any previous estimate, and were compelled, therefore, to judge her as a debutante. The young lady appeared to be aware of her peculiar position, and performed with great care and exactness; but she has need, we think, of more familiar practice in heavy characters; however, her action is large and striking; indeed, rather inclined to extravagance and excess. Her death scene was less effective than it might have been, owing to her evident unacquaintance with the stage business. This fact testified to her being still in her novitiate; but it is as a novice of considerable promise that she is entitled to be regarded. The part of the *Nurse* was admirably performed by Mrs. Marston. The character was portrayed to the life, and when on the stage (so fully was it developed) eclipsed the rest. Mrs. Marston, indeed, is at present the only representative of the late Mrs. Glover in such parts, and her popularity is now at the acme. She was constantly and deservedly applauded. It being the opening night, nearly every actor was, of course, received with a demonstrative and prolonged welcome, and much enthusiasm was manifested throughout the evening. Mr. Phelps, Miss Heath, and Mr. Robinson appeared before the curtain, and acknowledged the favourable reception which they had experienced. The house was full, and the dress circle of the boxes was very respectably attended. The walls have been cleaned and redecorated, and the whole bore a cheerful aspect. In all probability the management will have a profitable season, and meet with no competition in the performance of the legitimate drama.

The Festival of the Three Choirs commenced on Tuesday at Gloucester. We shall give an account next week.

NAVAL AND MILITARY INTELLIGENCE.

The Lords of the Admiralty in the early part of the week paid their official visit to Devonport Dockyard.

The Colonelcy of the 1st Royal Surrey Militia has become vacant by the death of Colonel William Home Sumner, who died at his seat near Guildford on Saturday last.

The 3rd battalion of Grenadier Guards are under orders to proceed from the metropolis to Dublin on Saturday, the 1st of October, to relieve the 2nd battalion of the Scots Fusilier Guards, who return to London.

Major-General Sir Wm. Eyre, K.C.B., late in command of the forces in Canada, died on Thursday week, at Bilton Hall, Warwickshire, at the age of fifty-three.

Another important addition was made to the Royal Navy on Wednesday, by the launch at Woolwich of the *Galatea* screw-corvette, of 26 guns and 800 horse-power. The ceremony of "christening" was performed by Lady Stopford, wife of Vice-Admiral Sir M. Stopford.

Orders have been issued that militia staff-sergeants whose period of service had expired are to be permitted to enter for a further period of five years, and to receive a bounty of 15s., if on medical inspection they were found fit for further duty.

The Duke of Cambridge, who arrived in town from the Continent on Friday evening, proceeded on Wednesday to the camp at Aldershot, to review the troops there. His Royal Highness was accompanied by the Deputy Adjutant-General and other members of the Staff at headquarters.

The razeed 120-gun ship *St. George*, now reduced to 90 guns, has been twice tried at Devonport, with the most satisfactory results. On Thursday week she steamed out of Hamoaze at low water, with all her guns and sea stores on board. Her speed averaged eleven knots, and she steered like a jolly-boat.

The National Defences Commission are prosecuting their inquiries with great vigour. Their attention is at present engaged with the formidable works in course of construction in the neighbourhood of Weymouth, works which it is expected will render the island and harbour of Portland the most secure of any we possess.

A letter from Driffield, in the East Riding of Yorkshire, says:—"Now that the harvest is over there seems a mania among farm servants for entering the army, and the recruiting sergeants are continually taking off batches of fine healthy young fellows to the different regiments. One sergeant who has been here for the last nine months has been sending away the finest of the agricultural labourers at the rate of four a week."

One hundred and eighty officers, non-commissioned officers, and men of the Royal Artillery assembled on parade at Woolwich on Tuesday morning, and proceeded in marching order to the railway station, and thence by special train to Gravesend, for embarkation to India. Two batteries of the fourth brigade are under orders to leave for Ireland. One battery will be stationed at the Wellington Barracks, Dublin.

Last Saturday afternoon Private Mullens, of the 37th Regiment, was killed in the Colchester Camp. He volunteered to ride a restive horse belonging to Major West, of the 10th depot battalion, by which he had been thrown only a short time previously, and the moment he was in the saddle the animal started at a fearful pace through the camp, and, on turning the corner of a range of huts, dashed him with terrific force, head foremost, against one of the buildings, causing instant death.

A rather singular effort has just been made to mitigate the evils of the existing billeting system. A gentleman, named Nurse, has just erected, in Gardner's-lane, Westminster, a huge building, capable of accommodating several hundred men, and which is intended for the recruits enlisted in the metropolis, as well as for those arriving from the provinces en route to join the headquarters of their respective regiments. Mr. Nurse undertakes to supply a bed and the other necessary requirements for the sum of fourpence each man, and his scheme has received the approval of the War Office.

MILITARY FLOGGING.—At Carlisle the lash has been recently resorted to as the punishment for a soldier who, when tried at a court-martial and sentenced to some months' imprisonment, drew a stone from his pocket and threw it with all his strength at the Adjutant. Fortunately the missile did not strike him, though it grazed his cheek. In due time the prisoner was tried by court-martial, at which the Colonel presided, and he was sentenced to receive fifty lashes for the assault. The sentence was inflicted, and the man, being released from the triangle, swore savagely at the Colonel, telling him he himself was the better man of the two, and that he could bear another fifty lashes. He then turned round to the Adjutant, and swore he would take his life before he was done with him.

On Friday last the troops in garrison at Edinburgh were reviewed in the Queen's Park by Viscount Melville, the General commanding in the district, and in the presence of the Prince of Wales. The forces present consisted of a company of Royal Artillery, from Leith Fort, with field train, the 16th Lancers, from Piershill Barracks, and the West York Rifles, from the Castle. The Prince of Wales wore the uniform of a Colonel in the Army, and the members of his suite, Colonel Bruce and Captain Grey, were also in uniform. For about two hours the troops were exercised in the manoeuvres of mimic warfare. At the close the troops defiled before the Prince and the General, and then returned to quarters. In the evening the Prince of Wales honoured the officers of the 16th Lancers by joining them at mess. Lord Melville, Colonel Bruce, Captain Grey, Captain Jones, and the Rev. Mr. Tarver were present. On leaving the barracks his Royal Highness was loudly cheered by the soldiers.

A circular memorandum has been issued to the Army at home and abroad, stating that the Commander-in-Chief having decided that such non-commissioned officers and men as, after a course of training and instruction in making up medicines, have been examined and appointed compounders of medicine, may be called upon to volunteer as sergeants to the new Army Hospital Corps; and commanding officers are directed to transmit returns of such non-commissioned officers and men as shall volunteer accordingly. The men are to remain attached to the respective regiments or battalions in which they were serving when transferred to the new corps. Former service in the Medical Staff Corps is to reckon, but not any previous service in the Line.—Another circular has been issued stating that the Secretary for War, on the recommendation of the Commander-in-Chief, has consented to an allowance of 4d. a day to each man employed in camps of instruction, to compensate for the wear and tear of their clothing and boots. This allowance is not to be regarded as working pay.

THE LOSS OF HER MAJESTY'S BRIG "HERON."—A court-martial assembled on board her Majesty's ship *Victoria*, at Portsmouth, on Monday, to try Lieutenant Frederick Horatio Blair, and the surviving crew, of her Majesty's sloop *Heron*, for the loss of that ship off the west coast of Africa on the 9th of May last. The court was unanimously of opinion that the loss of the *Heron* was occasioned by her foundering at sea in a heavy squall, owing to the senior Lieutenant having, contrary to the opinion of Lieutenant Blair, who was the officer of the watch, caused the ropes to be coiled up shortly before the squall struck the ship, thereby preventing sail from being shortened when required. The court was, however, further of opinion that Lieutenant Blair was not free from blame, inasmuch as it was his duty, as officer of the watch, to have called the Commander, when the senior Lieutenant required him to act contrary to his judgment in a case where the safety of the ship was concerned, and the court therefore adjudged Lieutenant Blair to be reprimanded, and admonished to be more careful in future.

The Government has decided on dispatching several additional steam-frigates and corvettes, together with a sufficient number of sailing-frigates, to augment the squadron now in the Chinese waters. It is also expected that a force of 1000 additional marines will be dispatched to China, the divisions at Chatham, Portsmouth, Plymouth, and Woolwich being able to give that number of men. The names of the ships that are to be ordered to China from the several stations are expected to be announced in a few days. The screw-steam gun-vessel *Pioneer*, 6, Commander Reilly, has been removed from the basin in Devonport Dockyard to her moorings in Hamoaze, and has received her powder. It is reported that the *Pioneer*, with seven others which are named, will proceed at once to China. On Wednesday orders were received at the Royal Naval Rendezvous, Tower-hill, to enter able and ordinary seamen, landsmen, petty officers, and artisans for the ships now fitting for the reinforcement of the fleet in China. In order that the ships of war ordered on the China station may be manned with all expedition the Coastguard are to be called on to volunteer. Her Majesty's steamer *Seamew*, Commander Broad, has gone round to Fleetwood and the east coast to receive such men as will join.

BANQUET AT DOVER TO THE HEROES OF LUCKNOW.—On Tuesday a banquet was given by the inhabitants of Dover to the three hundred gallant officers and men of the 32nd Regiment who arrived at Portsmouth from India about a fortnight ago, and who are now at Dover. The banquet was given in the spacious gun shed at the rear of the Western Heights Barracks, the use of which had been readily granted by the officer commanding the artillery force now quartered at Dover, Colonel Cuppage. This building was filled with a gay and enthusiastic assemblage, and outside some thousands of persons were assembled. All the officers of the regiment were present, including Colonel Carmichael, and the following, who witnessed the siege of Lucknow:—Lieut.-Col. Lowe, C.B., Brevet Major Bassano, Brevet Major Lawrence, Brevet Major Foster, Captain Harmer, Dr. Boyd, and Quartermaster Stribling. Mr. C. Lamb, the chairman, prior to the repeat, read an address congratulating this remnant of the regiment on its safe arrival in England, after the dangers it has passed through, and acknowledging with gratitude the signal services which the regiment has rendered to the country. Colonel Carmichael made a suitable reply, and on behalf of the regiment thanked the inhabitants of Dover for the reception they had given them. The proceedings were brought to a close with garrison games on a neighbouring plateau, which were witnessed by several thousand spectators.

MILITIA AND RIFLE CORPS.

Though other subjects have occupied public attention for the last few weeks, the rifle movement has not advanced less steadily because it has advanced in silence. The reports from different towns no longer relate exclusively, or even principally, to preliminary meetings and paper agitation, but, in the majority of cases, to actually-formed corps and their military operations.

The East Essex Rifle Militia, Lieutenant-Colonel Maynard, muster for drill and training at Colchester on the 21st inst. The non-commissioned officers will muster for training early next week. They are all to be accommodated at the training barracks prior to the assembly of the regiment, instead of being billeted.

The Royal Sussex Light Infantry Militia, Colonel the Duke of Richmond, has just given ninety volunteers to the Royal Marine Light Infantry.

A meeting of the Lieutenantcy of the Cardiganshire Rifle and Artillery Corps was held on Wednesday, at the Feathers Hotel, Aberystwyth. Edward Lewis Pryse, Esq., M.P., Lord Lieutenant of the county, presided. At the conclusion of the proceedings those who were at the meeting dined together at the invitation of the Lord Lieutenant. About £50 has already been subscribed.

A meeting of the members of the London Scottish Volunteers was held on Monday evening, at the Scottish Corporation Hall, Fleet-street—Lord Elcho presiding—for the purpose of deciding upon the pattern of the uniform and accoutrements.

Three detachments of the 1st Surrey, or South London, Corps, in uniform, under the command of Captains Boucher, Ruse, and Stephenson, proceeded by railway, on Saturday last, to their firing-grounds, for the purpose of division competitive ball practice.

The first general meeting for the formation of the Glasgow Celtic Corps was held on Friday week in the Lower Trades Hall, which was pretty well filled by members of the Glasgow Celtic Society. Colonel Campbell, of Skipton, president of the society, occupied the chair.

Major-General Tothill, of the Royal Marines, died at Topsham, Devon, on the 31st ult., aged sixty-four. The deceased officer entered the service in 1808.

The difficulty hitherto experienced in converting the ordinary cast-iron guns into breech-loaders has at length been surmounted by Mr. Waryn, the inventor of the new breech-loading percussion cannon (which, during some recent trials at Chatham, discharged twenty shots per minute), who has just succeeded in attaching a wrought-iron breech to a cast-iron gun. The gun experimented on consisted of the ordinary cast-iron barrel, weighing about 40lb., which having been rifled, Mr. Waryn attached his breech-loading invention to it; this gun being also fired by percussion, as is the case with Mr. Waryn's ordinary breech-loading cannon. The breech is provided with a lever fixed at the end, which by one movement lubricates the chamber, primes the nipple, and closes the breech. By an exceedingly simple contrivance the breech can be almost instantaneously detached from the other portion of the gun; so that, in the case of a sudden surprise by an enemy, these guns can have their breeches removed and be rendered entirely unserviceable. During the trials made at Chatham on Wednesday, to test the newly-finished cannon, it was ascertained that with a small charge of gunpowder the shot could be thrown 4000 yards, or upwards of two miles, while by slightly increasing the charge a range of 5000 yards was obtained, the gun throwing a shower of balls at the rate of ten per minute, a repidity of firing which the inventor is able to maintain as long as the ammunition lasts, the current of air admitted each time the breech is opened preventing the gun becoming heated and expanding. Mr. Waryn has expressed his readiness to take any ordinary metal or cast-iron gun now in use, and to convert it into a breech-loader which shall be capable of discharging from ten to twenty shots per minute a distance of at least three miles, the barrel being previously rifled.

NAVAL INSTRUCTION ON BOARD THE "BRITANNIA," AT PORTSMOUTH.

LAST week we gave some particulars of the educational branch of our Navy, accompanied by two illustrative Engravings. On the following page we give, from a Sketch just taken by one of our artists, an Engraving of gunnery practice on board the *Britannia*, at Portsmouth, one of those training-ships in which lads just entered—the raw material for able seamen—are soon rendered fit for active service. There is a call to arms; the boatswain's whistle gives out its shrill cry; and the crews of each gun take their places. The scene is an exciting one, though, as far as the guns are concerned, all is dumb show. In this mimic fight imaginary broadsides are fired at an imaginary foe. Sponge, load, fire, are orders quickly given, and as quickly obeyed; and broadside after broadside is supposed to be pouring its deadly shower of iron. Now the enemy has passed a little astern, and the crews turn their guns so as to bear upon him once more. The orders to sponge, load, fire, are again given; then the crews rush with the ropes attached to the block at the side of the gun, and another mimic broadside has been poured into an imaginary foe. The boys seem to glory in this part of their education. Some of the gunners are sharp lads, and enter deeply into the spirit of the thing. Our Illustration is of a point in the gun practice when the gun is loaded, capped, and ready. The instructor is leaning over his principal pupil, telling him, "Now keep your eye along the gun, and, as she rises and leans over, fire!"—and crack goes the hammer, and off go the boys again, dragging the gun back. "Sponge, load, fire!" and the same manoeuvres are gone through again and again; but at last the bell strikes one, and, although the lads like their practice well, they like their dinner better.

WILLS AND BEQUESTS.

The will of the Right Honourable Elizabeth Countess Dowager of Norbury, of Belgrave-square, dated 9th of March, 1853, was proved in London on the 12th of September by her son-in-law, John Vandeleur Stewart, Esq., the sole executor. The personality in England was sworn under £30,000. Her Ladyship has directed her house in Belgrave-square, and the furniture and effects there, to be sold; hath bequeathed pecuniary legacies to her sons and daughters and others of her family, as well as specific bequests of valuable articles. Leaves her wardrobe to her servant, Ann Turner, together with a legacy of £200. Bequeaths to her executor a legacy of £1000; and to her second son, the Honourable Otway Porteus Toler, she leaves the furniture at the family seat, Durrow Abbey, King's County, Ireland; and appoints her son, the Earl of Norbury, residuary legatee. All legacies are to be paid free of legacy duty.

The will of Lieutenant-Colonel Edmund Cornwall Legh, C.B., who died at Banda, in the East Indies, on the 3rd of June last, was proved in London by John Ireland Blackburne, jun., Esq., one of the executors. The personality in England was sworn under £7000. He has bequeathed to his wife, for her absolute use, all the furniture, plate, jewellery, and household effects; and has directed all other of his personal estates to be sold, and the proceeds invested, the interest and dividends to be paid to his wife for her life, and then to his children; but, should none attain the age of twenty-one, then to his nieces and sisters-in-law. The will was executed in April, 1854, and witnessed by Colonel H. T. Lockyer and Paymaster G. Griffiths, of the 97th.

The will and codicil of George Biggs, late bookseller and publisher, of 421, Strand, where he died on the 22nd of May last, were proved in the principal registry of the Court of Probate, by the executors and trustees, Henry Haynes Duncombe, Esq., of Lyon's-inn, solicitor; Benjamin Davy Cousins, of Helmet-court, Strand, printer; and Richard Creswell, of Egham, draper; to each of them he has left legacies, as under—to Mr. Duncombe, £2000; to Mr. Cousins, £7000; to Mr. Creswell, £1200. All legacies under the will to be free of legacy duty. To his wife he leaves all his furniture and household effects, together with the sum of £12,000, and an immediate legacy of £200. The legatees are numerous (probably 150), the bequests varying in amount from £50 to £500, having left legacies to his assistants, and to several booksellers, also to many of the contributors to the *Family Herald* (which was published by him). Amongst the legatees he has not forgotten his predecessor, Mr. Legh. He has bequeathed to charitable institutions as follows:—To the Printers' Pension Society, £500; to the Society for the Prevention of Cruelty to Animals, £200; to the Printers' Widows and Orphan Fund, £100; to the Printers' Almshouse Fund, £100; and the like sum to the Royal National Life-boat Institution, Mechanics' Institution, Governnesses' ditto, Dress-makers' ditto, Servants' Home; and to the following hospitals:—Charing-cross, Westminster, King's College, Consumption, Cancer, and Royal Free Hospital, £100 each; and leaves the residue of his property to the Printers' Almshouses Society, to be divided amongst the aged printers and the widows of printers, the recipients to be selected by the governors of the society. The personality was sworn under £70,000. The will dated August, 1853, and the codicil May 13, 1859.

Sir William Norris, late Recorder of Penang, died at his residence, Ashurst Lodge, near Sunningdale, on Wednesday week. Deceased, who was in his sixty-sixth year, was admitted to the Bar by the Hon. Society of the Middle Temple in 1827, and two years afterwards proceeded to India, where he practised with considerable success. In 1835 he was appointed Chief Justice of Ceylon, having previously acted as Puisne Judge there.

A man named Frederick Smith was killed on Thursday on the London and Dover Railway, by being crushed among some waggons he was assisting to move.

The *Cardiff Guardian* states that a dramatic entertainment is to take place at Pembroke to raise funds for paving the streets.



NAVAL INSTRUCTION ON BOARD H.M.S. THE "BRITANNIA," PORTSMOUTH.—LESSONS IN GUNNERY.—SEE PRECEDING PAGE.



JUVENILE FETE AND BALLOON RACE AT CREMORNE GARDENS.

BALLOONING AT CREMORNE.

On certain evenings in the last four weeks a somewhat novel exhibition has been presented to the public at Cremorne Gardens. It consists of balloon ascents on a large, and, at the same time, on a small, scale. That is, there is an ascension by a regular aeronaut in an ordinary large balloon, who is accompanied in his flight by eight small and gaily-decorated ones, which are freighted only with just so much ballast as to ensure their proper equilibrium, and they take any course that the currents of air may direct them. On the first occasion these small balloons were called by the names of the children of the Queen; on the second they bore

the designation of eight daily London newspapers; on the third, of the same number of the weekly journals; and on the fourth the titles of the Sovereigns of Europe. The main feature of the exhibition, however, is that it is addressed to the amusement of children, for whom seats are provided in the inclosure on the lawn from which the ascent takes place, and who draw lots for the chance of being allowed to give the start to the toy balloons. On those evenings on which the weather was fine the sight was a very pretty one. On one occasion an unrehearsed effect was produced by the sudden fall of a heavy shower of rain just at the moment when the balloons were set loose. We give an illustration of this display, which, notwithstanding the lateness of the season, has proved very attractive.

FLOWER SHOW AT BISHOP AUCKLAND.

The Bishop Auckland Floral and Horticultural Society has now for many years sustained a high reputation for the splendour of the shows which it annually gives to its subscribers. That held on the 2nd of September was, if possible, more successful than its predecessors. It was, as usual, held in Auckland Park, the seat of the Bishop of Durham, so remarkable for its romantic beauty; indeed, is difficult to imagine a site more delightfully suited to all the requirements of a flower show than that which this noble park affords. Its own attractions are almost in themselves sufficient to account for the vast concourse of people which is yearly drawn to this spot.



ANNUAL FETE OF THE BISHOP AUCKLAND FLORAL AND HORTICULTURAL SOCIETY.

And when we take into consideration the great excellence of the show, and the musical attractions of the day, it will not be wondered at that this fête should be so great a favourite as it is with the public of the North. On the present occasion, from an early hour in the morning streams of people came pouring in from all parts, and in greater numbers than in preceding years. No less than twenty-seven special trains had been arranged to bring the thousands of pleasure-seekers from all the large towns in the neighbourhood. It is computed that from 25,000 to 30,000 persons visited the grounds during the day.

There were two bands present—the admirable band of the Coldstream Guards and that of the 2nd Light Infantry. The flower show was magnificent. There were contributions from nearly all the conservatories and gardens of the north of England. These were arranged in three tents beautifully placed in one of the grassy dells which abound in the park. Amidst the beauty of flowers the show of dahlias and hollyhocks attracted the most, perhaps, calling forth the highest eulogiums from those who could appreciate them; and, on the authority of the most competent judges from the South, we are led to state the show of the present year to have been second to none in the kingdom. Silver cups, medals, and money prizes to the amount of £300 were awarded.

We give a list of some of the principal prizes, and to whom awarded:—A piece of plate, value £10, for the best six stove and greenhouse plants, John Richardson, Darlington. A piece of plate, value £10, for the best twenty-four dissimilar blooms of dahlias, C. Turner, Slough. A piece of plate, value £3, for the best twelve dissimilar blooms of fancy dahlias, J. Keynes, Salisbury. A piece of plate, value £7, for the best eleven spikes of hollyhocks (dissimilar), Mungo Munro, Nether Witton. A piece of plate, value £3, for the best twenty-four blooms of hollyhocks (dissimilar), Mungo Munro, Nether Witton. A piece of plate, value three guineas, for the best twelve dissimilar blooms of dahlias, Charles Hockney, Munthorpe. A piece of plate, value £4, for the best seven spikes of hollyhocks (dissimilar), Thomas Fenwick.

DONCASTER MEETING.

ALTHOUGH the morning was wet and dreary in the extreme, and the kingdom had gradually settled down into the firmest belief that Promised Land was to have the St. Leger in a trot, the number of visitors knew no abatement. Moors, stubbles, and yachts all yielded up their devotees for a week's worship at the shrine of St. Leger, and the take at the Grand Stand on the first day was the greatest ever known. The betting was flat to a degree, and in fact only two were really quoted. Summerside had rather a strong party, and Napoleon, Gamster, Defender, and Gladiolus were not without adherents; but still it seemed hoping against hope. The advent of "The Land" was most diligently watched for, and it was two on Tuesday before he appeared in the town. It is said that he took a canter that afternoon during the races, but there was a great mystery about his movements. Trumpeter was scratched on Monday, and at ten o'clock on Wednesday morning Marionette shared the same fate, and Sam Rogers was thus left without a mount.

The meeting opened with a most exciting finish for the Fitzwilliam Stakes between Zuyder Zee and Underhand, in which the latter, who had 3 lb. the worst of the weights, just failed by a neck. Baron Rothschild's luck commenced with the Champagne, which King of Diamonds, by the Baron's favourite King Tom, cleverly won. Madame Églantine was backed against the field, and after showing her usual waywardness she got well away, and finished third. Lupulus was coughing, and quite out of form, and Kendall stopped him below the distance. The winner is a rare slapping chestnut, and was tried, so Newmarket believes, to beat Restes at even weights. In the Revival Plate the handsome, light-middle Mentmore bore the Baron's colours to the fore again; and the Doncaster Plate, in which Fordham never rode better, fell into the same "lucky basket," with Bastion. The great Handicap brought out twenty-two, but Cincinnati rolled on to his jockey at the post, and had to retire, and a very nice race came off in Paul's favour—a result which seemed most highly gratifying to the outer ring. Defender gave the winner 21 lb., and was beaten two lengths. High Treason won the Glasgow Stakes so easily against one of Lord Glasgow's, that many mistook it for the canter. Lord Stamford's Emily had to bow to Lady Trespass, and the Selling Stakes not only produced a dead heat, but £125 to the already rich race fund.

A more beautifully sunny St. Leger day was never seen at Doncaster, and the combination of the early harvest and the prosperous state of the manufacturing, produced a rush of visitors, such as the time-honoured moor never gathered on to its springy turf before. Voltigeur's year was enormous, but there must have been at least ten thousand more. From the grand stand right away to the Intake turn they stood in one living mass. There were few among them who had not something on the race, from a pound to a "pet of yele," but though they might have backed him, there was no enthusiasm for "The Land." The inexplicable character of his Derby running had made him an unpopular horse, but few thought the Malton wizard had another "charmed weapon" looming in the future, and that he would bring the proud son of Jericho to grief, as he had done Ellington and Blink Bonny of yore, with his Warlock and Imperieuse. The Municipal Stakes fell to the lot of the Whitewall stable with Tom Bowling, the 950-guinea Flying Dutchman colt, whom Lord Derby sold here last September; and then 11 out of the 167 entries (which had been reduced to 19 on the card) went up the telegraph. Uralian (Boyce) and Gamster (Aldcroft) were the first to leave the rubbing-house, the latter wearing a bandage on his near fore-leg, and looking remarkably fresh for the rest after his arduous labours at York. Then came Marlow, on Aston (looking as well as when he won this race ten years ago, in the Eglington days), and Nat on Gladiolus, and Snowden on the somewhat leggy Defender. In consequence of the sad gun accident which has blown off half of Bumby's right hand (which may be accounted for by his being a left-handed man), and deprived him of all chance of riding again, Fordham was on Napoleon—a very fine-looking son of Voltigeur. The massive Magnum, in blinkers, bore John Osborne (who had been assigned by rumour to Napoleon), and behind him came "The Land," with Alfred Day in the saddle, and William Day proudly leading him. He did not create any sensation, as it was soon seen that he was rather damp in his coat, and, fine as his forehead may be, his couplings are not those which a St. Leger horse with only 6 to 4 against him should wear. Comforter (Asmell) and Summerside (Wells), a plain mare with the heavy head and light neck of her dam, were the representatives of Bretby, and Lovett (French) came out at last. They were not a great lot, but Cossack, Voltigeur, Stockwell, West Australian, Teddington, Kingston and Surplice were all represented. The second parade before the stand was dispensed with, greatly to everyone's disappointment, and when the wielders of the lorgnettes had told their listening fellows that "The Land" was getting damper as the fatal moment drew nigh, Mr. Hubbard shot the lot away at the first attempt. Gamster was on in the inside, and at one time it seemed as if he intended to force them along; but the lot had scarcely started in their strides when Alfred Day took his horse to the front, and made running in downright earnest. He led them at least three lengths flying over the hill, when Summerside went up second, and when they reappeared, he was still in the same place, and poor Uralian toiling hopelessly in the rear of all. They seemed to get a little nearer their leader at the Red House; but still he strode along, and as they swept round Intake turn "The Land" in a trot! "He wins! hands down!" was the cry. Then came a shout for Summerside, and a green, the two blues, and a "red sleeve" seemed to close with the favourite; he was in hopeless trouble in an instant, and Defender led the van. Then Summerside died away, and Defender looked like a winner, till Gamster challenged half-way up, and "half a length" was the verdict. There was a good deal of cheering as the winner came back to scale; but people seemed in such amazement that the horse was unsaddled and gone before they had time to collect themselves. Still they had sufficient presence of mind to bestow a hiss upon Promised Land. No blame, however, attaches to his rider, as he only followed out his orders to "break their hearts." The winner is by Cossack, and Uralian, who arrived about half a minute after everything else, owns the same sire. The mighty Magnum went pounding along from the end and got up third, beaten two lengths. Summerside was a bad fourth, "The Land" fifth, Napoleon sixth, Gladiolus seventh, and Comforter

eighth. It is somewhat remarkable that the first and second jockeys of this year should have been second and first last. Sir Charles Monk, the owner of Gamster, is the oldest turfite we have, and yet the St. Leger has not fallen to him until he has nearly reached the age of four score and four. He breeds from his own Touchstone mares, and there have been few more hearty and genuine supporters of "the sport of kings." Gamster is a very nice racing style of horse, fully fifteen three to look at, and his performances last year made many good judges fancy him for the Derby. The tactics of William Day are perfectly inexplicable, and there seems to be but one opinion, that every chance the horse might possess was thrown away by the destructive play which he ordered his brother to make. The horse's turn of speed is so fine that every one concluded that he would wait, and not play with 8st. 7lb. over so long a course with horses far beyond his capacity as weight-carriers. The style, however, in which "The Land" won the Goodwood Cup under upwards of a stone less deceived them, and they made far too free with him, to their sorrow. Up to the hill the pace was very fast, and beyond that very steady, and thus Gamster's sticking powers were served to a nicety. The stakes amount to about £3900. The weather calculations proved sadly deceptive, as "the Italian sky" disappeared in the course of the afternoon, and just after the last race the rain came down heavily, and brought an exciting St. Leger festival to a dreary close. We must not forget to state that yearlings sold well. Two of Mr. Pedley's made 500 guineas and upwards each, and a very plain sister to Musjid, bred by Lord Scarborough, heard the hammer fall for 1150 guineas to Mr. Craufurd. The following is the return of the running:—

TUESDAY.
Fitzwilliam Stakes.—Zuyder Zee, 1. Underhand, 2.
Champagne Stakes.—King of Diamonds, 1. Sweet sauce, 2.
Revival Plate.—Mentmore, 1. Lady Peel, 2.
Selling Stakes.—Lady George, 1. Knayton, 2.
Great Yorkshire Handicap.—Paul, 1. Nucleus, 2.
Glasgow Stakes.—High Treason, 1. Rescued, colt, 2.
Filly Stakes of 30 sovs.—Lady Trespass, 1. Emily, 2.
Doncaster Plate Handicap.—Bastion, 1. Greenwich Fair, 2.

WEDNESDAY.
Stand Plate.—Miss Julia, 1. Neophyte, 2.
Municipal Stakes.—Tom Bowling, 1. Longbow, 2.
Corporation Plate.—The Rover, 1. Maid of the Mist, 2.
St. Leger Stakes.—Gamster, 1. Defender, 2.
Portland Stakes.—Tight-fit, 1. Twilight, 2.
Sweepstakes of 10 sovs.—Favola, 1. Restes, 2.
Queen's Plate.—Wild Rose, 1. Paul, 2.

THURSDAY.
Zetland Stakes.—Qui Vive, 1. Bastion, 2.
Sweepstakes of 10 sovs.—Mixture, 1. Prologue, 2.
Cleveland Handicap.—Comforter, 1. Ditto, 2.
Eglington Stakes.—North Lincoln, 1. Mixture, 2.
Sweepstakes of 10 sovs.—High Treason, 1. Sweet sauce, 2.
Juvenile Stakes.—Weatherbound, 1. Pomona, 2.

The Right Hon. William Cowper is the solitary member of the Administration in town, and is now daily at work in his office.

Sir Chapman Marshall is about to resign his aldermanic gown, and with it all official connection with the ward of Bridge Within. He was elected Alderman in 1832, served as Sheriff in 1833, and was Lord Mayor in 1839.

A scoundrel, named William Coney, was fined 40s. at the Ham-mersmith Police Court, on Friday week, for damaging a free drinking-fountain at Kensington.

Mr. Crossley, M.P., has purchased the mansion and grounds of Belsfield, the residence of the late Baroness de Steinberg, situated at Bowers, on the Lake of Windermere, for £11,600.

Lord Teynham, who recently declared his adhesion to the general principle of "manhood suffrage," has written a letter in support of his views, in which he lays down ability to read as the only qualification to be attached to the exercise of the power of voting. His Lordship has addressed another letter to the secretary of the Reform Union, this time upon the mode of registering Parliamentary voters under a system of universal suffrage.

MONETARY TRANSACTIONS OF THE WEEK.

(From our City Correspondent.)

THE disastrous news from China, and the uneasy feeling exhibited by a portion of our troops in India, have produced some heaviness in the market for Home Securities during the greater portion of the week. Not that any important fall has taken place in prices; but, evidently, much disinclination has been shown on the part of the public to make investments at the present comparatively high quotations. The Government broker has continued his daily purchases of £10,000 Consols on account of the savings banks; hence some support has been given to prices.

The supply of money in the discount market is still large; but the demand may be considered somewhat active, at extreme rates. In Lombard-street first-class short bills have been discounted at 2½ to 3½; three months', at 2½; four months', at 2½ to 3; and six months', at 3½ to 4 per cent. The Directors of the Bank of England have made no change in their minimum, as gold is now gradually returning to the Bank—over £200,000 having been sent in since the last return was made up.

The total imports of bullion have been rather under £500,000—over £100,000 being in silver from the West Indies and South America. Although about £220,000 will be shipped to the East by the next packet, silver is flat, at 61½d. per ounce for standard bars, and 60d. for Mexican dollars.

The amount of business doing in the Indian Loan has been rather limited, and prices have fluctuated to some extent. At one time it was sold at 99½; but the quotations have since improved to 100½, or about ½ lower than on Saturday last.

At a meeting of the shareholders of the Ottoman Bank, held on Wednesday, a dividend at the rate of 8 per cent per annum was declared. The directors of the Bank of Australasia announce a dividend of 6 per cent, together with a bonus of 58s. per share, or equal to 20 per cent per annum.

The Austrian exchanges have given way from 4 to 5 per cent. Both at Calcutta and Bombay the rates are somewhat favourable to this country. At Shanghai the downward movement is nearly 2 per cent; consequently, against heavy shipments of bullion from England.

A fall of ½ to 1 per cent took place in the value of Consols on Monday, and the market was heavy. Other securities were likewise flat. Consols marked 99½; New Three per Cents, 99½; India Debentures, 1858, 99½; Ditto, 1859, 99½; Exchequer Bills, 22s. to 23s. prem. India Loan scrip was 100½, 101 and 102; Ditto, Stock, 100½ to 101. Prices were rather firmer on Tuesday, but the business doing was limited. Consols marked 99½, 99½, and 99½; New Three per Cents, by special transfer, 99½; In India Debentures, 1858, 99½; Ditto, 1859, 99½; Consols for Account, 99½ to 99½; Exchequer Bills, 22s. to 23s. prem. India Loan Scrip marked 100½ to 101; Ditto, Stock, 100½; Bank Stock, for Account, was 225. On Wednesday Consols marked 100½; India Bonds, 3s. dis.; Exchequer Bills, 22s. to 23s. prem. The Indian Loan was in better request, at 100½ to 101. On Thursday prices ruled firm, with a steady market. Consols were done at 99½; India Debentures, 99½; Indian Bonds, 3s. dis.; and Exchequer Bills, 22s. to 23s. prem. Indian Loan Stock was 100½.

A fall of one per cent has taken place in the value of the new Russian loan, from its being understood in some quarters that a large portion of it is still unsubscribed for. All other foreign securities have ruled heavy, at drooping quotations.—Austrian Five per Cents, 1853, have realised 75½; Brazilian Five per Cents, 1853; Russian Four-and-a-Half per Cents, 1853, 75½; Mexican Three per Cents, 21½; Peruvian Three per Cents, 72½; Portuguese Three per Cents, 41½; Russian Five per Cents, 111½; Russian Four-and-a-Half per Cents, 91½; Sarlinian Five per Cents, 81½; Spanish Three per Cents, 40½; Ditto New, Deferred, 33½; Ditto, Committee's Certificates of Coupons, not funded, 43½; Turkish Six per Cents, 83½; Ditto, New, 60½ ex div.; Turkish Four per Cents, 102½; Venezuela Two-and-a-Half per Cents, 37½; Ditto, One per Cent, 14½; Dutch Two-and-a-Half per Cents, 62½; Dutch Four per Cents, 101½.

Joint stock Bank Shares have been in moderate request, at about 14½ week's quotations. Australasia has marked 54½; London and County, 24½; London and Westminster, 50½; City, 62½; English, Scottish, and Australian Chartered, 16½; London Chartered of Australia, 21½; London Joint-Stock, 30½; Oriental, 40½; Ottoman, 18½; and Union of London, 26½.

The dealings in Colonial Government Securities have been very limited. Canada Six per Cents have been done at 112½; New South Wales Five per Cents, 1888 and upwards, 98½; South Australian Six per Cents, 107½; and Victoria Six per Cents, 110½.

The Miscellaneous Market has been devoid of animation. Berlin Water-works have sold at 4; Crystal Palace, 13; Ditto Preference, 43; Electric Telegraph, 192; English and Australian Copper Smelting Company, 11; Great Ship, 1; Oriental Gas, 1; Scottish Australian Investment, 120; South Australian Land, 34½; Trust and Loan Company of Upper Canada, 52½; Birmingham Canal, 90½ ex div.; Kennet and Avon, 62½; Chelsea Water-works, New Guaranteed, 180½, 24½; Waterloo Bridge Old Annuities of 48, 28 ex div.

Some fluctuation has taken place in the value of most Railway Shares. The tendency of prices has certainly been downwards, to the extent of fully 1 per cent. The account has passed off well, and the rates of "continuation" have ruled low. Most of the traffic receipts continue to show an excess when compared with the corresponding period of 1878. The leading quotations are as follows:—

ORDINARY SHARES AND STOCKS.—Calcutta, 84½ ex div.; Eastern Counties, 55½; Edinburgh and Glasgow, 73½ ex div.; Great Northern, 101½; Great Southern and Western (Ireland), 104½; Great Western, 59½; Lancashire and Yorkshire, 65 ex div.; London and North Western, 93½; Ditto, Fyflths, 82½; London and South Western, 92½; Manchester, Sheffield, and Lincolnshire, 25½; Midland, 104½; North British, 55½ ex div.; North-Eastern—Berwick, 88; North and South Western Junction, 72½; Oxford, Worcester, and Wolverhampton, 31½; Scottish North-Eastern (Aberdeen Stock), 24½; South-Eastern, 74½; South Wales, 62½; Stockton and Darlington, 60.

PREFERENCE SHARES.—Eastern Counties, No. 1, Five per Cent Stock, 111½ ex div.; Great Western, Four-and-a-Half per Cent, 83½; Ditto, Five per Cent, 101½; Lancashire and Yorkshire Six per Cents, 140½; Manchester, Sheffield, and Lincolnshire Five per Cents, 122½; Midland, Four-and-a-Half per Cents, 104½; Norfolk Debentures, 90; and North Eastern—York, H. and S. Purchase, 93.

BRITISH POSSESSIONS.—Ceylon, 6; East India, 90½; Grand Trunk of Canada, 54½; Ditto, Six per Cent Debentures, 72½; Ditto, Seven per Cent, 70½; Great Indian Peninsula, 98; Great Western of Canada, 14½; Ditto, New, 88.

FOREIGN.—Antwerp and Rotterdam, 45; Great Luxembourg, 63½; Lombardo-Venetian, 10½; Recife and San Francisco, 10½; and Samora and Mouze Preference, 88.

Friday Afternoon.

The amount of business doing in Home Stocks to-day is very moderate; in prices, however, no important change has taken place. Consols are marked 99½ for Money; and 99½ for the Account; Exchequer Bills, 23s. to 25s. prem. Foreign Bonds and Railway Shares have undergone very little alteration in value.

THE MARKETS.

CORN-EXCHANGE (Friday).—Only a limited supply of English wheat was on offer in to-day's market, and its general condition was by no means fine. Selected samples were cleared off at 4s. 10d. to 4s. 11d.; but inferior parcels ruled heavy. At Monday's quotations, on the whole, a fair amount of business was transacted in useful qualities of foreign wheat; in prices, however, no change took place. The supply on offer was seasonably large. Floating cargoes of grain off Falmouth were a dull inquiry. Fine barley was scarce, and in request, at from 42s. to 44s. per quarter. Other descriptions were a slow inquiry. On the whole a fair business was transacted in most, on former terms. Fine Ware was worth 70s. per quarter. Oats, beans, and peas were dull and the turn lower; but the value of Dutch was well supported.

ARRIVALS this Week.—English: wheat, 2330; barley, 593; malt, 1673; oats, 53; flour, 1053. Irish: oats, 1200. Foreign: wheat, 3500; barley, 2550; oats, 6240; flour, 16100. WHEAT.—Wheat, Kent and Kent, red, 38s. to 43s.; ditto, white, 37s. to 42s.; Norfolk and Norfolk, red, 37s. to 42s.; rye, 30s. to 31s.; grinding barley, 20s. to 27s.; distilling ditto, 23s. to 29s.; malting ditto, 30s. to 42s.; Lincoln and Norfolk malt, 27s. to 31s.; brown ditto, 28s. to 30s.; Kingston and Ware, 42s. to 44s.; Chevalier, 55s. to 63s.; Yorkshire and Lincolnshire fine ditto, 21s. to 28s.; potato ditto, 7s. to 23s.; Youghal and Cork, black, 21s. to 23s.; ditto, white, 22s. to 26s.; tick beans, 30s. to 40s.; grey peas, 34s. to 36s.; mangel, 34s. to 36s.; white, 35s. to 36s.; bolters 37s. to 40s. per quarter; town-made flour, 40s. to 45s. to town households, 42s. to 45s.; country marks, 35s. to 38s. per 250 lb.; American flour, 25s. to 25s. per barrel; French ditto, 27s. to 38s.

SEEDS.—Raped and canary are in fair request, at full prices. All other seeds move off slowly, on former terms. Linseed, English, crushing, 54s. to 58s.; Calcutta, 48s. to 50s.; hempseed, 35s. to 40s. per quarter; coriander, 15s. to 18s. per cwt.; new brown mustard seed, 12s. to 14s.; ditto, white, 12s. to 15s.; favae, 8s. to 10s. per bushel. English rapeseed, new, 30s. to 35s. per quarter; linseed, 42s. to 45s.; ditto, 42s. to 45s.; ditto, foreign, 42s. to 45s.; rapeseed, 42s. to 45s. to 48s. per ton; canary, 58s. to 61s. per quarter; red clover seed, 52s. to 58s.; white ditto, 68s. to 80s. per cwt.

BREAD.—The prices of wheaten bread in the metropolis are from 7d. to 7½d.; of household ditto, 6d. to 6½d. per 4½ lb. loaf.

IMPERIAL WEEKLY AVERAGE.—Wheat, 42s. 9d.; barley, 33s. 9d.; oats, 23s. 0d.; rye, 31s. 6d.; beans, 45s. 2d.; peas, 37s. 10d.

THE SIX WEEKS' AVERAGE.—Wheat, 43s. 9d.; barley, 31s. 11d.; oats, 24s. 9d.; rye, 31s. 11d.; beans, 44s. 8d.; peas, 37s. 8d.

ENGLISH GRAIN SOLD LAST WEEK.—Wheat, 92,821; barley, 7053; oats, 9936; rye, 533; beans, 3501; peas, 143,000.

THE LONDON CATTLE MARKET.—The market has produced considerable excitement in our market, and an important item in the week's trading, the advance being 2d. to 3d. per lb. The present value of a hundredweight of beef is 1s. 1d. per lb.

SUGAR.—Great fame prevails in the demand for all raw sugars. Nevertheless, compared with a week, very little change has taken place in prices. West India has sold at from 15s. to 16s. Mauritius, 15s. 6d. to 16s. Demerara, 15s. to 16s. Cane, 15s. to 16s. Refined sugar, 15s. to 16s. per cwt. The market is active, but the demand is not very large. Common brown lumps are freely offered at 15s. per cwt. In refined sugars very little is doing.

COFFEE.—There is much less activity in the demand for this article, and in some instances prices have given way 6d. to 1s. per cwt.

TEA.—The market is steady, and the quotations are well supported. Fine new white P.E.C. has ruled 18s. 6d. to 19s. 6d. per cwt. The duty is 2s. 6d. per cwt. Other kinds move off slowly.

SPICES.—Pepper is in moderate request, and in fair request, on former terms. Other spices, the market was heavy, at barely late rates. We have to report a dull inquiry for cloves—the supply of which was moderate—at about Monday's decline in value.

PIGS.—Pigs realised previous rates; but milch cows were very dull. Per 8 lb. to sink the calf—Coarse and inferior beasts, 2s. 8d. to 2s. 10d.; second quality ditto, 3s. 0d. to 3s. 4d.; prime large oxen, 3s. 8d. to 4s. 2d.; prime 300s, 4s. 4s. 8d. to 4s. 8d.; coarse and inferior cows, 2s. 0d. to 2s. 4d.; second quality ditto, 3s. 6d. to 4s. 1; prime cows, 4s. 0d. to 4s. 4d.; prime Southdown ditto, 4s. 10d. to 5s. 2d.; large coarse calves, 3s. 4d. to 4s. 0d.; prime small ditto, 4s. 1d. to 4s. 4d.; large heifers, 3s. to 3s. 4d.; milch cows, 3s. 8d. to 4s. 0d.; suckling calves, 12s. to 23s.; and quarter old store pigs, 12s. to 24s. each. Total supply: Beasts, 1100; cows, 130; sheep, 521; calves, 310; pigs, 350. Foreign: Beasts, 112; sheep, 160; calves, 172.

POULTRY AND LONDON MARKET.—The supplies of most here to-day are rather extensive, and the trade generally is heavy, at barely stationary prices.—Inferior beef, 2s. 10d. to 3s. 0d.; middling ditto, 3s. 2d. to 3s. 6d.; prime large ditto, 3s. 8d. to 3s. 10d.; small ditto, 4s. 0d. to 4s. 4d.; inferior mutton, 2s. 2d. to 2s. 6d.; middling ditto, 2s. 8d. to 3s. 0d.; prime ditto, 4s. 2d. to 4s. 6d.; veal, 2s. 4d. to 2s. 8d.; large pork, 3s. 6d. to 3s. 8d.; small pork, 4s. 2d. to 4s. 6d. per 5 lb. by the carcase.

ROBERT HERBERT.

THE LONDON GAZETTE.

FRIDAY, SEPT. 9.

BANKRUPT.

G. G. SPENCER, Norman-row, Bow, builder.—W. LAVEN and W. SPECK, Long-acre, near Leicester-square, M.P. for the City of London.—W. BOKELL, Old Malton, Yorkshire, miller.—M. WIGLEY, Birmingham, builder.—F. and C. HIGHWAY, Walsall, iron-masters.—J. TAYLOR, Sunbury, Middlesex, builder.—J. BURGUM, Hereford, draper.—F. ALEXANDER, Chippenham, auctioneer.—M. DYSON, Leeds, dealer in flour.—J. MORRILL, Macclesfield, apothecary.—A. CAUGHY and S. LINDER, Bolton-le-Moors, joiners.—J. GREEN, Birkenhead, newspaper proprietor.—A. EARTON, Liverpool, ironmonger.—R. BELL, Greek-street, Soho, bootmaker.—J. WILLS, Forton, Hants, builder.

SCOTCH SEQUESTRATIONS.

J. BROWN, New Fingale, Aberdeenshire, merchant.—J. PARKER, formerly of Southwark, London, now of Wellington-place, Leith, surgeon.

TUESDAY, SEPT. 14.

BANKRUPT.

J. B. COGGIN and R. VEALE, London-wall, City, marine manufacturers.—R. NICHOLSON, 30, St. Basil's, Bathurst-square, and Lincoln, agricultural machinery.—F. BOSHELL, High-street, Southwark, seedman.—D. GALE, Woulton, grocer.—N. CORLESS and P. MAXIMOS, Threadneedle-street, City, merchants.—J. W. HAMILTON, Birmingham, clock and share broker.—W. HOOKWAY, Llandaff, Glamorganshire, builder.—H. GRANT, Cardiff, Glamorganshire, ship-chandler.—O. RVANE, Liverpool, innkeeper.

SCOTCH SEQUESTRATIONS.

V. GARDNER, Glasgow, brewer.—J. MEDDIE, Kilmarnock, shoemaker.—D. CAMPBELL, Caledonia, M.P. for the City of London.—J. H. HOUSTON, Glasgow, builder.—W. DAVY, O.S., Borrowstounness, commission merchant.—J. GEAY, Edinburgh, ladies' shoe manufacturer.—T. HENDERSON, Alloa, boot merchant.—W. GRANT, Glasgow, carriage hirer.

* * The charge for the insertion of Births, Marriages, and Deaths is Five Shillings for each Announcement.

BIRTHS.

On the 8th inst., at St. Yves, Hants, the wife of Martin Osborne, Esq., of a son.

On the 10th inst., at Fencote Hill, near Bedale, in the North Riding, the wife of the Rev. Leonard Selous, of a daughter.

On the 11th inst., at Belleisle-place, Worthing, the wife of Mr. R. S. Thompson, of a son.

On the 12th inst., at Limerick, the wife of Captain Grantman, second battalion 9th Regiment, of a daughter.

On the 12th of July, at her residence, St. Kilda, Victoria, Mrs. Edmund Keogh, of a daughter.

MARRIAGES.

At Middlesbrough, off Kinless, on the 1st inst., by the Rev. J. Whyte Maffler, Mr. Robert Sage of Glasgow, to Mary Atlee, youngest daughter of the late Mr. David Dallas.

On the 26th of June, at St. David's Cathedral, Hove, Town, by the Ven. Archdeacon Davies, Arthur Frederick Beaumont, 4th Regiment, to Virginia Mary, eldest daughter of the late Edward Beaufort, M.L.C. of Hawthorn, Tasmania.

On the 13th inst., at Well-hill House, Lanarkshire, by the Rev. James S. Johnson, Captain Maclean, 1st battalion Rifle Brigade, eldest son of Sir George Maclean, K.C.B., to Anne Parker, eldest daughter of T. Gray Buchanan, of Scotland.

DEATHS.

On the 24th of August, at Port of Spain, Trinidad, of yellow fever, Clifton F. B. Dawkins, Esq., Receiver-General, Trinidad, West Indies.

On the 13th of August, at Heaton, near London, Mr. William Tebbert, formerly of Manchester, cotton merchant.

On the 22nd of July, suddenly, at Kirkee, Bombay, the Ven. the Archdeacon the Rev. P. C. Reynolds, after a service in India, President of the Society of St. John, and Lord Lieutenant of the county of Bute, aged 85.

On the 3rd inst., aged four months, Ella Victoria Maria Platti, second daughter of Alfred Platti, Queen's-garden, Bayswater.

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whole of which are prepared with the most scrupulous attention
to wholesomeness and purity.
To be obtained of most respectable Sauce Venders, and wholesale of
Crosse and Blackwell, 21, Soho-square, London.

BARDSLEY'S TEA THE BEST EXTANT.—
Delicious Lapsang Souchong, 4s. per lb.; a six-pound canister
for 54s. Sent carriage-free to all England. Price-list post-free.
Bardsley and Son Tea Merchants, 103 Tottenham-court-road, W.

HORNIMAN'S PURE TEA, "always good
like," is secured by importing it not covered with powdered
colour, preventing the Chinese passing off the low-priced brown
tea leaves as the best. Price, 3s. 6d. 4s., and 4s. 6d. per lb. in
packets.—Furnell, 50, Cornhill; Elphinstone, 27, Regent-street; Wolf-
75, St. Paul's; Fortescue, Bayswater; Flegg, Notting Hill; Martin,
Bow; Parry, Islington; Bliss, Brompton; Chessman, Camden-town;
3d. Islington; Charlton; Salmon, Chelsea; Webster, Moorgate street;
Newell, The Quay; Loden, Borough; and Horniman's Agents in
every town.

FRY and SONS' CHOCOLATES and COCOAS.
Victoria Chocolate; Bon Bon, Soluble Cocoa, &c., in great
variety. These delicious beverages are now sold at very moderate
prices, and many of them are highly economical.
Fry's Homoeopathic Cocoa is an article of unexceptionable quality.
Fry's Soluble Cocoa, in hexagon packets, and Fry's Pearl Cocoa,
are strongly recommended.
Fry and Sons, Manufacturers to the Queen.

BROWN and POLSON'S
PATENT CORN FLOUR.
This is superior to anything of the kind known.—Lancet.
Obtain it from Family Grocers or Chemists who do not try to
substitute inferior articles. Trade mark and Recipe on each packet.

KING and CO., Silkmercers, 243, Regent-street,
beg to announce that their NEW AUTUMN and WINTER
STOCK OF SILKS, FANCY DRESSES, SHAWLS, MANTLES, &c., is
now ready for inspection.

PATTERNS of SILKS, &c., sent POST-FREE
to any part
of the world.
Address to KING and CO., Regent-street London

NEW AUTUMN SILKS at KING'S,
243, Regent-street.
£1 5s. to £5 the Full Dress.
Patterns sent post-free. Address to King and Co., Regent-st. London.

RICH BLACK SILKS at KING'S,
243, Regent-street.
£1 5s. to £5 the Full Dress.
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NEW AUTUMN and WINTER DRESSES.
Scotch Poplins, Mohairs, Honeycomb Checks, Brussels
Cords, &c.
10s. 6d. to £1 5s. the Full Dress.
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OUR NEW MADE-UP AUTUMN DRESS.—
A CASHMERE CHECK, made to form a Double Skirt, lined
and tastefully trimmed with two dozen yards of Ribbon, in a per-
fectly novel mode, the most elegant dress for the price ever produced.
Price 13s. 9d., Bodice included; with New Jacket, made
complete, 17s. 10d.
THE FRENCH MUSLIN COMPANY, 18, Oxford-street.

AUTUMN DRESSES.—
The New Repa. Just out.
Lindseys, Mohairs, Tartans, French Merinos, Ladies' Cloths for
Mantles. Printed Mantles in great variety.
Patterns free.

THE FIVE-GUINEA BLACK VELVET
DRESS, made complete, of beautiful French Velvet, warranted
to wear equal to three dresses of any other kind of material. The
Velvet Jacket is sold separately, if required, price 31s. 6d.

THE HALF-GUINEA CLOTH JACKET.
The Guinea Cloth-Silk Jacket.
The Guinea and Half Guinea Jacket.
White Muslin and Black Lace Jacket. 12s. 9d.

FRENCH GLACE LINEN DRESS, 7s. 11d.
the Dress. It is very durable, and only the price of a print
Most uncommon and ladylike for morning wear. Very pretty for
children. 7s. 11d. Any length cut.

THE TWO-GUINEA 3-FLOUNCED BLACK
GLACE SILK DRESS, Skirt made, with material for Bodice.
The new 3-Flounced Autumn Dress, 10s. 9d.
Morning Cambric, made up, 4s. 9d., 7s. 9d., 10s. 9d.

LADIES' FRENCH RIDING-HABITS.
Price 31 guineas. More elegant than those of London tailors
at 8 guineas. Young Ladies' Superior Cloth Riding-habits, 3 guineas.
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FAMILY MOURNING.
AT PETER ROBINSON'S
FAMILY and GENERAL MOURNING WAREHOUSE.
Ladies and Families whose bereavements compel them to adopt
Mourning attire, will find here the readiest and cheapest means of
purchasing the stock of General Mourning being one of the largest
in London, both of goods made up and in the piece.
Families residing in the country will save both time and expense
by forwarding their letter orders at once to the warehouse, it being
useful only to send bodies or dresses for patterns, when every
requisite will be carefully prepared, and immediately dispatched,
free of carriage, to any part.
The immense stock of Bonnets, Mantles, and Skirts is not sur-
passed by any house either for beauty of materials or design, the
most moderate prices are charged, and the wear of every article may
be implicitly relied on. Address, PETER ROBINSON, Family and
General Mourning Warehouse, 103, Oxford-st., London.—Patterns free.

SUPERIOR BLACK SILKS,
unequalled for make and wear, from 30s. to 60s. and upwards,
well guaranteed.
Black Flounced Silk Robes, from 54s.
Shades of Grey and Half Mourning, at half price.
Patterns free.
Address, PETER ROBINSON, Family Mourning Warehouse,
103, Oxford-street, London.

BLACK and HALF-MOURNING FABRICS.
New Materials in beautiful textures for the Autumn.
Patterns free.
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103, Oxford-street, London.

SILKS! SILKS! SILKS!!!
JAMES SPENCER and CO., anticipating the great advance in the
price of SILK GOODS, have made extensive purchases, and will sub-
mit for public inspection, on THIS and FOLLOWING DAYS, a large
and choice stock of good and useful SILKS, consisting of all the
latest novelties, and at prices unequalled at any former period.
The following lots are well worthy the immediate attention of pur-
chasers.
No. 1. Wide-width Black Duques and Glacés, 2s. 9d. per yard,
with 3s. 6d.
No. 2. An immense stock in the new Grosgrain Glacé, 2s. 9d. the
Dress.
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No. 4. Large stock of Black French Glacés, of the best manufacture,
commencing at 3s. 6d. per yard.
Patterns post-free.
78 and 79, ST. PAUL'S CHURCHYARD, E.C.

SPITALFIELDS MOIRES ANTIQUES,
patronised by the Ladies of all the European Courts.—SEWELL
and CO. are now offering a Splendid Selection of these Fashionable
DRESSES, in all the new colours,
commencing at Four Guineas the Dress.
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THE NEW AUTUMN DRESS.
made complete, from CHECK LLAMAS, lined throughout,
the Skirt and Bodice elegantly trimmed with Silk, in various colours,
edged with Velvet, only 31s.
OUR TWO FLOUNCED ROBE,
in Check LLamas, richly trimmed with Velvet, only 15s. 6d. and 21s.
New Autumn textures in Black and White, striped Wines, &c.
BLACK FRENCH GLACES
beautifully bright, wide, all pure Silk, 30s. 6d., 42s., twelve yards.
Patterns and Drawings post-free. JAMES LARKWORTH, Manager.
THE LONDON AND PARIS WAREHOUSE, 324, 325, High Holborn.

IMPROVEMENTS IN SHIRTS.
Rodgers' Improved Corazza, six for 31s. 6d.; and six for 42s.
Rodgers' Improved Coloured, six for 26s.; and six for 31s. 6d.
Rodgers' Saxony Wool, figured, 7s. 6d., 9s. 6d., and 12s. 6d. each.
Rodgers' Improved Boys' Shirts, in all sizes, six for 20s.; and six
for 25s.
Rodgers' Improved 8-fold Collars, 8s. 6d. and 11s. per dozen.
Rodgers' New Sporting Shirts, extraordinary designs, comprising
horses, dogs, foxes, birds, &c., in all colours.
Rodgers' Improved Corset Shirts are the best extant, and for
ease, elegance, and durability, are unequalled.
Descriptive books, with 80 illustrations, measures, forms, and pat-
terns of the new Coloured Shirtings post-free for two stamps.
RODGERS and CO., Improved Shirtmaker, 59, St. Martin's-lane,
Charing-cross; and Corner of New-street, Covent-garden, W.C.
(Established 60 years.)

SHIRTS.—Flannel Shirts of every description,
Dress Shirts, and Dressing-gowns. Measure papers will be sent
on application.
CAPPER and VATES, 25, Regent-street, London, S.W.

MESSRS. LILLICRAPP and CO., Ladies' real
Fur, Seal Skin Jacket, and Cloak Manufacturers, and
General Furriers. Furs exchanged. Skins Dressed and Mounted.
19A, Davies-street, Berkeley-square, W.

VALENCIENNES LACE, made with genuine
Irish thread, scarcely distinguishable from the real French,
very durable, yet sold at one-tenth of the price. Samples 3d. per foot.
BAKER and DOWDEN, Upper Eaton-street, Eaton-square, S.W.

WHITE and SOUND TEETH
are indispensable to personal attraction, and to health and longevity
by the preservation of the teeth.
ROWLAND'S ODONTO,
or PEARL DENTIFRICE,
improves and imparts a pink colour to the teeth, eradicates
decay and spots of the most dangerous nature, and restores the
teeth to their natural beauty. Price 2s. 6d. per box. Sold by
all Grocers, Chemists, and by the Manufacturers.

WANTED—LADIES' and GENTLEMEN'S
LEFT-OFF WEARING APPAREL: Officers' Uniforms, Old
Jewellery, and Miscellaneous Property of every description. Ladies
and Gentlemen waited on at any time by addressing Mr. or Mrs.
HUTCHINSON, 25, Red Lion-square, Holborn, W.C. Parcels from

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THE ENCHANTRESS. New Song by
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Madame Viardot Garcia and Miss Lascellie. Price 2s. 6d.
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Composed for the Pianoforte by Lady JENKINSON Price 2s.
Boosey and Sons, Holles-street.

THE PATENT DRAWING-ROOM MODEL
HARMONIUM, the best that can be made, price 60 guineas.
Illustrated Catalogues of Pianofortes and Harmoniums upon applica-
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MANNERS AND CUSTOMS OF THE CHINESE IN 1859.

A FUNERAL CEREMONY
IN HONG-KONG.

OUR Special Artist and Correspondent in China, to whose pencil we have been indebted for a clearer insight into the everyday life of this singular people than the most vivid descriptions could give, has forwarded to us some Sketches, herewith engraved, of a Chinese Funeral Ceremony which he witnessed in Hong-Kong. The following particulars of the manners and customs of the Chinese in 1859, from the pen of our artist, are also full of interest:—

"Hong-Kong witnessed a grand ceremony last week. One of the spiritual wives of a great merchant here was buried with all the funeral pomp that money could procure; the children, whose European faces caused some remarks among the Chinese, attended and held the tassels of the chair containing the tablet. It was the most extensive funeral that has taken place here for many a day. As all the details and peculiarities were thoroughly Chinese, and as I never before had the occasion to witness the whole process of the funeral ceremonies among the natives, I made a point of attending the wake, and following the coffin to the place of rest, and send you the enclosed sketches, taken on the spot. To begin with the wake, it was a Chinese version of the Irish one. Over the door were hung two lanterns with black and blue characters, and some white drapery was festooned across the entrance. As you entered the door you observed a coffin (the shape of which differs materially from the European one, and is rather graceful, if such a thing can be called graceful) standing on tressels in the passage; underneath was a light burning, covered with an inverted earthenware vessel, resembling a flower-pot, only broader. The top of the coffin was covered with a red drapery, on which was placed what appeared to be some hard mud. At one end, and partly underneath, were numerous small cups and bowls containing rice, samshu, and tea, for the special benefit of the devils. The ancestral tablet was also there; like-



MOURNING DRESSES OF THE CHINESE.

wise another large earthenware pot, containing burning tapers and joss-sticks; and near this a lamp. Suspended against the wall were two figures of peculiar aspect, having on blue shirts and white trousers. The coffin remained here several days, the body being put in lime, full-dressed, in the best and most costly dress that can be afforded. In one hand is a fan, and in the other a piece of paper with a prayer on it.

"In the adjoining room were assembled the relations and friends of the deceased, eating, drinking, and smoking; some laughing, others crying, others again hoarse with their lamentations. It was an extraordinary spectacle, and a scene worth witnessing. The brother expatiated on the beauties of the coffin, on the money it cost, and on everything, in fact, except the departed sister. The numbers of tapers and joss-sticks burning added their portion to the smoke of the pipes and cigars of the mourners. This being the first wake I attended here I went in looking grave, but found it was out of place, and at once became cheerful like the brother. The room was decorated with josses and all kinds of arrangements, but the funniest was a little figure of an English merchant, in wig, out away coat and light, with gold buttons to his chocolate garments. This wonderful little gentleman was under a glass case, near native josses; whether it was meant for any person in existence or not I have not been able to find out as yet.

"No one seemed particularly inebriated on this occasion. I left them at about 10 p.m., and returned two days after in the morning to see the priests and the children in sackcloth, bowing their heads in the dust before a temporary altar, above and behind which were three gods, painted on paper, two with black hair, and one with white. When the priests, who were chanting, observed me taking them off they began laughing, and came up, chanting all the time, and looking at what I was doing. In the mean time the children were hobnobbing their foreheads against the floor, and, one poor



MOURNING THE DEAD.

greet us from Margate, Ramsgate, and Dover, and watched their heavings and tossings, at one time dipping their bows deeply into the curling foam and drenching their passengers with the falling spray, at another emerging, as it were, from a deep chasm which the undulating waves seemed to hollow out as the gloomy brink of an ocean's grave, we could but draw the comparison and feel at ease. We sat and watched from our cabin window the sportive freaks of rising waters swelling into turbulent displeasure as the mocking winds roared and whistled at their madness. And, though but little experienced in the hazards that beset the mariner, we were quite unconscious of motion as the *Great Eastern* steamed her course, equally regardless of winds and waves. We sat and wrote with the same composure as on the unshaken basis of *terra firma*, in our chambers, or our study. The recollection of this did not forsake us when the momentary shock of the explosion had passed away and tranquillity was restored!

So far as the damage done to the interior decorations and fittings of the ship is concerned we are fully aware that money will repair it; but not so those human lives which unhappily have been sacrificed. The cause of all this mischief to life and property must become the subject of inquiry before another tribunal, and therefore we feel unwilling to court public opinion on a question on which, doubtless, the most scientific engineers will be found to differ.

No sooner had the alarm in part subsided, and the horrible crash which we had heard told the tale of devastation, than the desire was to seek for the missing. This was the most painful duty that succeeded an alarm, and incumbent equally on all. Friends naturally sought relatives and friends at first; and, by the intervention of Providence, the object of this search was soon accomplished, and none of the passengers could be reckoned among the dead, the injured, or the dying. All, with two exceptions, were found safe, and these had but slight scars and bruises. Some, however, had an almost inexplicable rescue, for one party of four was sitting in a cabin within five yards of one of the funnels on which was the framework and the plate glass that was smashed to atoms. Some of the glass went like a shower of shot and stone through the apartment where they were sitting, and none were injured. The skylights which covered this portion of the saloon were blown high aloft in the air, and broken into splinters and fragments. Had the event occurred but one hour later, the work of death would have been awful in the extreme to contemplate. Cabins were swept away as with a whirlwind—wooden partitions, iron girders, and massive beams were snapped asunder as with the power of lightning. To the engine-rooms and to the stokeholes was naturally the point of destination for the humane and the benevolent, and any one who was able to stand the test of such a scene of human suffering was cheerfully resigned to his part in the Christian's work of tenderness and sympathy. It was a truly painful sight to see the poor fellows borne along in an almost senseless state of agonising stupor, blackened and disfigured; but it was consolatory to know that the ship contained every possible requisite of medical stores and surgical bandages, from the simple disinfecting fluid to the rarest and most costly medicine. Nor had the directors been unmindful of the requirements of such a vessel going out to sea. Dr. Watson and Mr. Slater, two medical gentlemen not only of great skill and experience in their profession, but of most humane and tender dispositions, with Mr. Evans, the assistant-surgeon, formed the staff which was to supervise the health and minister in the casualties of sickness or accident in this isolated home upon the waters. Too much cannot be said in praise of their exertions. As the poor men were brought into the infirmary—a place but ill-prepared for such an unexpected emergency at the first day of debarkation—the litter which incumbered the floor, the best mattresses, bolsters, pillows, and blankets that were in the ship, were soon taken from the luxuriously-furnished cabins of the passengers and made the beds for the poor scalded firemen and stokers. The scene itself was harrowing; but the gratitude of the sufferers was again and again, through that miserable night, poured out in expressions of pious sincerity. Dr. Markham chanced to be on board, and his services were gladly rendered at the immediate command of such an emergency. In the infirmary, also, was to be seen Lord Alfred Paget, who has always a kind heart and a kind word for every one, bathing and bandaging the poor sufferers; as well as the Rev. Horace Roberts aiding in the work of Christian duty, assuaging their bodily agony, and, at the same time, administering religious consolation to the departing souls of John Boyd and Michael Mahon, who were soon numbered among the dead. All on board, indeed, were indefatigable for every purpose which could mark their sympathy and sorrow. The night, in protracted weariness, wore on, and the ship never faltered in her voyage, but went onwards, and reached her destination at the hour that was promised. One more casualty was nearly occurring—not in the ship, but by her—for a ship came dauntlessly and impudently across her path, and a sharp turn of the rudder caused one of the tiller-ropes to snap asunder; but the vigilance and promptitude of our pilots saved the lives of the adventurers and their craft, and caused us only temporary inconvenience, for the prudence and forethought of Captain Harrison had guarded against such a probable occurrence, and provided a remedy, in strong iron chains, in the event of such a disaster, which he thought not unlikely to occur. At the time that Captain Harrison descended to the rescue of the sufferers, and at a time when the panic was at its height by the circulation of the wildest reports, the chairman, Mr. Campbell, by his coolness and gallant bearing, did much to reassure all on deck, and prevent the spread of alarm. He pulled away from the boats those who were preparing to lower them; he assured them that there was no fire, and that so secure was the ship that he determined to make for the port of destination—Portland. Several hours before the ship cast anchor the surgeons of the ship were placed in communication with the press on board that they might have the latest intelligence of the condition of the unfortunate sufferers.

When we dropped our anchor at Portland the boats and steamers brought their overcrowded freights of happy-looking friends to offer their congratulations and welcome us with their cheers; but from us there could be no response; though the black flag of death hung not on the masts, it was reflected by our sorrowful looks upon the happy groups of spectators. They knew that there was something wrong, but they could not divine the cause; but, when the sad intelligence was once communicated, their regret appeared as sincere and genuine as our own. They were sorry that any mishap had befallen this noble ship, which was alike the pride of England, as we believe she is doomed to be the glory of the whole naval world. The telegraphic wires were soon at work after some of our party had reached Weymouth. The news flew with lightning swiftness to Southampton, Osborne, Portsmouth, and along the whole coast, but first told its tale in our great metropolis. In all such cases exaggeration will have its fling, but the interest of the public in the welfare of the *Great Eastern* is too sincere to be shaken by idle rumours. She has stood a test, and, though some of her stokers and firemen, who were proud of her service, have forfeited their lives, and the company have suffered severe pecuniary loss, no one is daunted or dispirited at the prospect. She has earned her good name. She has proved herself equal to the highest rate of speed, perfectly tractable and docile, easy even and unshaken in the face of the wind and the storm, and successful beyond any parallel in the world to ensure her passengers a short or long voyage without the pain, the nausea, and the unpleasantness of that greatest scourge to sea-travelling—sea-sickness. The penalty, we admit, is very great which she has had to pay for the first trial to which she has been subjected; but it is impossible to say otherwise than that she has achieved a success beyond the most sanguine expectations, not only of her shareholders and admirers, but of every lover of naval architecture, be he amateur or professional, and whom all admit to be, without one single proviso about her capabilities, to be the finest vessel that the human mind ever projected, or human energy and enterprise caused to be launched upon the waters of the world. We wish her "God speed," and that the cause of fear which for a moment has arisen through this lamentable event may as suddenly disperse as it came into existence, and that future generations may live to chronicle to and from every part of the ocean where a harbour can hold, and commercial prosperity support her many and many a successful and rapid voyage, of which her first trial has given the index and assurance.

We are pleased to be enabled to state that as soon as our party had finished breakfast on Saturday morning they came to a reso-

lution not to separate until they had made an offering to the cause of pity and sympathy to the sufferers and the families of the dead; also of appreciation of the gallant services of those true British sailors who descended amid steam and danger to rescue their afflicted mates from the appalling region of suffering to which they were otherwise hopelessly confined. The amount reached to £122 12s. 6d., and was left in the hands of an appointed committee, who were the chairmen of the different tables, to disburse as they might deem most expedient.

The two bodies have been brought on shore to await a coroner's inquest, and three of the surviving sufferers have been removed to the hospital at Weymouth. This latter intelligence we are glad to communicate, as when we left the ship on Saturday great fears were entertained that the exception to recovery of those who were injured would be small indeed. God grant their restoration!

The damage which has been occasioned, and which does not extend beyond a part of her fittings and ornamental works, the frame of the vessel being as sound as when she left her moorings at Blackwall, does not exceed £5000; and three weeks will, it is thought, be amply sufficient to restore the interior of this noble vessel to its former state of elegance.

The *Great Eastern* is lying within the breakwater, almost under the shadow of the Isle of Portland, between which and herself are two first-class frigates riding at anchor—mere cockleshells on the water by comparison with their leviathan sister ship. She is about twenty minutes' sail from the quay at Weymouth, from which steamboats ply every half hour during the day, thus affording ready means of communication with the shore.

In the *Globe* of Monday appeared the following leading article on the painful accident on board the *Great Eastern*:—

The *Great Eastern* has endured the trial of fire and water, and has stood the test. The accident of Friday has all but satisfied the worst enemies of the undertaking. Nothing could be more painfully impressive than the plainest and least damaging account. The ship is going on her way in steady strength; those on board, a society of friends to the enterprise, are bursting with exultations, mutual congratulations, and rising speculations, sufficient to impart vivacity and force to the holiday spirit on board the huge floating palace. Some of the company have "provisionally" been attracted from the grand saloon to look at some scene from the deck; others are engaged in complimenting one of the directors, as the magnate of the press who patronised the project in a practical way; when all are startled in the midst of their gay exultings by a terrific explosion, sufficient enough to have sunk a man-of-war. A burst of steam has risen its way through one of the funnel-casings, and, as soon as the fatal cloud can be penetrated, the bewildered people read a terrible satire on their confidence in the gilded wrecks of cabin fittings and the ghastly serenity of men emerging from a bath of scalding steam to die.

At once it is felt that a severe blow has been dealt to the smooth progress of the enterprise; for "the public"—a greater "fool" than "the three per cents"—is always more impressed by the dramatic part of an affair than by plain business calculations. If we look at the incident with a stern disregard to the picturesque, with a contempt for merely superstitious assumption, and a cold indifference to the constructions of either friend or foe, we can soon appreciate the nature of the accident. It is no doubt serious. It was an explosion of a "casing," an outer tube which covered the lower part of the funnels or chimneys in the lower part of the vessel, with a supply of cold water in the space between the true chimney shaft and the outer shaft, to cut off the heat, and keep down the temperature of the cabins. According to rule, this water should be constantly let off and resupplied; but, by some neglect, the routine was arrested, steam was generated, and hence the explosion. The arrangement had before proved liable to this kind of accident, and Messrs. Watt and Bolton had declined to allow the three funnels of their construction to be thus encased. The main object was to complete the comfort of the passengers; but the event has fully justified the objection so stoutly enforced by that experienced firm. It is a failure in a portion of the fittings of the vessel—not in any essential part of the machinery. It is the discovery of a defect, not perhaps exactly of the kind which a trial-trip was expected to disclose, but luckily made obvious on that first test. The tremendous force of the explosion must be ascribed to the scale on which the vessel was built; while the steady glide of the ship, undisturbed by a shock which would have blown an ordinary steam-ship to the winds, and sunk a man-of-war, is more than sufficient evidence that the magnitude and power of the vessel are exceeded by its solid strength. It was to be expected that so vast an undertaking, attended by so much opposition and so many contretemps wholly irrelevant to the plan—such as the illness of the chief designer—some mishaps would be but natural; and it may be confessed that misadventures and unlucky cross purposes of a minor kind have happened. But in essentials the great ship has, thus far, substantiated the reckoning of her architects. The trial trip has confirmed the scientific theory of her construction, and the application of the motive power. It has proved her speed, her steering, her stability, and has shown that she can ride at single anchor as safely as the smallest ship, notwithstanding the predictions that she would possess none of these essential qualities. We now seem entering on a new era in ocean steam navigation in which, before many years are over, ship bridges of 10,000 tons will be the common size, and twenty miles an hour the average speed.

THE INQUEST.—On Monday morning the inquest upon the five bodies of the unfortunate stokers who met their death by the explosion which took place on board the *Great Eastern*, on Friday evening last, was opened by Mr. H. Locke, the coroner for the district of Weymouth, and a jury composed of fifteen. Some evidence having been given, the jury proceeded to Portland Bay to view the ship, and the inquiry was afterwards adjourned until Saturday (to-day).

LORD ELGIN'S MISSION TO CHINA AND JAPAN.—A bulky blue book containing all the diplomatic correspondence relative to Lord Elgin's missions to China and Japan has been published. The correspondence commences with the instructions which Lord Clarendon addressed to Lord Elgin on his appointment, and ends with Lord Elgin's notification to Lord Malmesbury of his arrival in London in May last. The blue book contains a large amount of information possessing great value to those who are interested in our relations with the Chinese Empire.

STATISTICS OF THE ELECTRIC TELEGRAPH.—The following statistical account is taken from a work on the electric telegraph, just published, and which proves how strongly the use of telegraphic messages has become implanted in the financial and commercial habits of the people:—In 1851 the telegraph transmitted 9014 despatches, which produced 78,728*fr.*; in 1852, 46,105, producing 542,892*fr.*; in 1853, 142,081, 1,511,902*fr.*; in 1854, 236,018, 2,064,084*fr.*; in 1855, 254,532, 2,487,169*fr.*; in 1856, 360,299, 3,191,102*fr.*; in 1857, 413,616, 3,333,696*fr.*; in 1858, 463,973, 3,516,634*fr.* Thus, during the last four years, that is to say, since all the chief towns of France have been in electric communication with Paris, and, consequently, with each other, there have been sent by private individuals 1,492,420 despatches, which have produced 12,523,591*fr.* Out of the 97,723 despatches exchanged during the last three months of 1858, 23,728 were with Paris, and 15,409 with the thirty most important towns of France. These 15,409 despatches may be divided, as to their object or nature as follows:—Private and family affairs, 3102; journals, 523; commerce and manufactures, 6132; Bourse affairs, 5253; sundry affairs, 899.

A DINNER FOR THE POOR.—William Fox, of Nottingham, was a member of the Society of Friends, and he was one of the true old school of Friends. His sympathy for the poor was deeply excited by serving the office of overseer, and, seeing how poor some were who had to pay the poor rates, he resolved to economise the parish funds, and thus prevent their miseries as much as possible. It was the custom then in many parishes for the overseers and the committee who attended the weekly payments of the paupers to have a good dinner at the close of their day's labour, and this was paid for out of the poor rates; but as it was a manifest abuse, he determined to put an end to the practice. He, therefore, hastened away before the close of the weekly payment to the dining-room, and thus addressed the master of the workhouse:—"Is the dinner ready?" "Yes, Sir." "Then bring it in." "Are the gentlemen ready, Sir?" "Never mind the gentlemen; I say bring it in." And this was done. "Now, call all the poor people, Sir; now call the poor people. Dost thou not hear what I say, Sir?" "This dinner is for the gentlemen." "For the gentlemen; oh! who pays for it then, do the gentlemen?" The workhouse-master, staring amazingly, said, "Why no, Sir, I reckon not. It's paid for out of the poor rates." "Out of the poor rates? To be sure it is; thou art right. The rates are for the poor men, and not for the gentlemen. Poor rates, eh! I think we have no gentlemen's rates, so fetch in the poor at once and look quick." The workhouse-master went, and William Fox went to see that he did as he was ordered, and not to give the alarm to the gentlemen, and in a few seconds was hurried in a whole host of hungry paupers who had not for years set eyes on such a feast as that. They did not wait for a second invitation to place themselves at table, and William Fox bade them help themselves, and at once there was a scene of activity that for the time it lasted justified the name of the house. It was a workhouse, indeed. William Fox all the time stood cutting and carving and handing good pieces of pudding and meat to such as could not get seats; in a few minutes there was a thorough clearance of the table. Scarcely had William Fox dismissed his delighted company when another company presented themselves, and these were the gentlemen, who stood in amazement. "Why," exclaimed they, "what is this, why is the table in this state; where is the dinner?" "I found a very good dinner ready, and as I know that none but the poor had a right to dine out of the parish funds, I have served it out to the poor accordingly; but if any of you are in want of a dinner, he may come home with me and I will give him one." The gentlemen knew well the character they had to deal with, and never attempted to renew the practice of dining at the public charge during William Fox's year of office.

HISTORY OF THE NATIONAL DEBT.

(From the Economist.)

The first form in which the State seems to have borrowed money was by way of anticipating the duties of future quarters or of the following year. In 1691 a sum of £3,150,000 was borrowed in this form, and in that year the only public debt consisted of this temporary loan, upon which the interest was £232,000, or at the rate of about 7½ per cent. These loans seemed to have ceased in 1753, or at least there is no separate account of them after that period. But the practice in another shape prevails to this day. In every quarter when there is a deficiency in the means to meet the charges upon the Consolidated Fund and the dividends of the public debt, there are issued to the Bank of England Deficiency Exchequer Bills for the amount, which are paid off from the accruing revenue of the coming quarter, and which constitute, therefore, a loan in anticipation of duties. Again, there is extant now a law which enables the Treasury to raise money for any of the services of the year, upon an issue of what are called "Consolidated Fund Bills," but which must be paid off from the revenue of the next following quarter. These again form a loan in anticipation of duties.

The next form of debt which we find was in the shape of Navy Bills, which were issued in 1693 to the amount of £1,430,439. This form of debt existed until 1794, when they, together with the ordnance debentures, appear to have been consolidated with the funded debt. In the following year, 1694, the first loan was made by the Bank of England to the Government, amounting to £1,200,000, at 8 per cent. This loan continued stationary until 1709, when it was increased to £3,375,028, and the interest reduced to 6 per cent. It remained at this amount until 1718, when it was increased to £5,375,000, partly at 6 per cent, and partly at 5 per cent. The debt to the Bank of England reached its maximum of £14,686,800 in 1816, at the rate of 8 per cent, at which it stood till the renewal of the charter in 1834, when it was reduced to £11,015,100, at which it now stands.

The next form in point of date in which the nation borrowed was by the issue of the ordinary Exchequer Bills in 1696, to the amount of £50,000. This form of unfunded debt has been more largely used than any other, and their issue seems to have reached the maximum in 1814, when the amount was £56,987,700. At the close of the last financial year they were reduced to £13,277,400, a quantity amounting to £7,000,000 having been funded a few months before.

In point of date, the next form of public debt was a loan of £2,000,000 from the East India Company at 8 per cent. In 1707 this loan was increased to £3,200,000, and the interest reduced to 5 per cent. In 1741 a further loan of £1,000,000 seems to have been made at 3 per cent, and in 1767 the whole (£4,200,000) was reduced to that rate. This loan continued at that amount till 1793, when it was paid off. These loans from the Bank of England and from the East India Company must be regarded in the light of payments from their stocks as the price of the monopolies which they enjoyed.

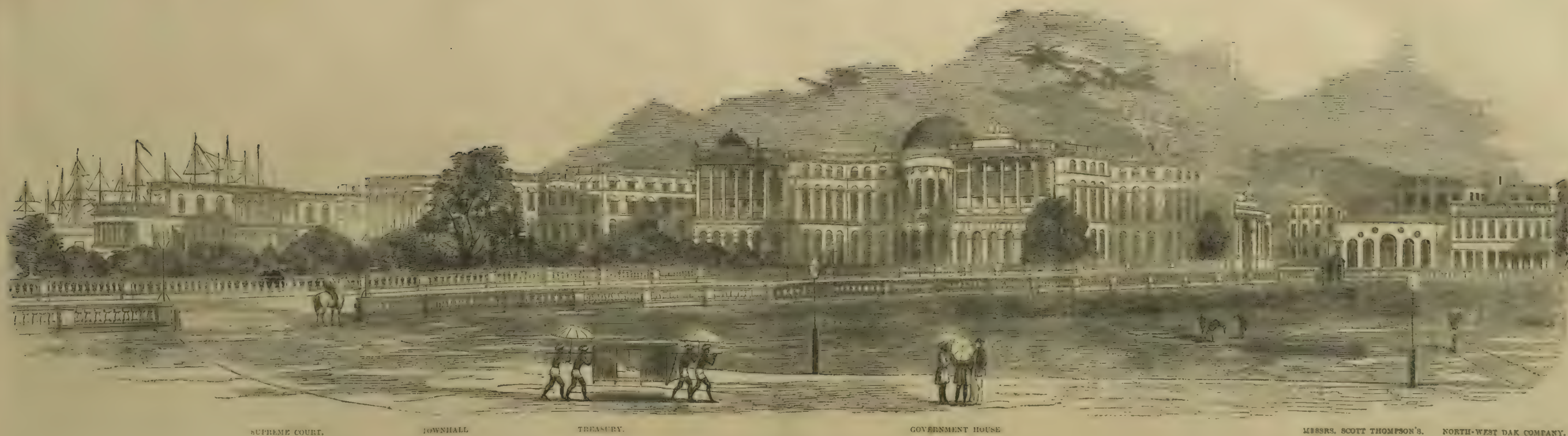
It was not until 1704, that that portion of the debt called the National Annuities was contracted. In that year annuities at the rate of 6 per cent were contracted for to the amount of £664,263. This sum was increased in 1711 to £3,195,033, and in 1712 to £9,816,563. In the following year a small amount was issued at 4 per cent. In 1716 the 6 per cent annuities ceased, and for many years the National Debt was in the form of 4 and 5 per cent annuities. The first time the 3 per cent Consolidated Annuities appear is in 1723—when the whole capital of the funded debt, including the debts to the Bank of England, the East India Company, and the South Sea Company, amounted only to £49,874,746. At the same time the amount of the unfunded debt was £4,231,476. This was the growth of thirty-one years.

The system of borrowing having been once fairly entered upon, it went on steadily from year to year, notwithstanding the remonstrances of enlightened men, until in 1761, at the beginning of the reign of George III., the funded debt had reached £109,908,947, when the unfunded debt was £4,356,040, making a total of £114,264,987. In the next twenty years the amount was increased by another hundred millions, and in 1782 it stood at £214,792,586. In ten years more it increased to £239,663,421, at which it stood in 1792, before the commencement of the long struggles which terminated in 1815. During those twenty-three years the debt increased by no less a sum than £621,375,628, the total amount, funded and unfunded, being in that year £861,039,049—the maximum point to which it ever reached. The only period in English history during which the public debt did not increase, but, on the contrary, underwent a diminution, since 1691, when the art of State borrowing was first inaugurated, has been the time that has elapsed from 1815 to the present time. Under the influence of the sinking fund established in 1821, the debt diminished, until, in 1834, it reached the minimum at which it had stood since the close of the French war. It was then £773,234,401, being a reduction from 1815 of £27,804,643, or at the rate of four millions a year. In 1835 an increase took place in order to raise the slave indemnity fund. In 1841 it again rose to £792,290,655. A gradual reduction then took place until 1853, when it stood at £769,082,542. Then came the Russian war, in consequence of which the amount rose, in 1856, to £808,103,732. Since then it has been reduced to the sum of £805,078,554, at which the funded and unfunded debt together stood on the 31st day of March, 1858.

It has been thus that in one hundred and sixty-eight years the public debt of England has grown from a sum of £3,150,000, and an annual charge of £232,000, to a sum of £805,078,554, involving an annual charge of £28,204,299, to be borne by the capital and industry of the country.

CALCUTTA.

CALCUTTA is the principal place of the Presidency of Bengal, and the metropolis of British India. It is situated on the left bank of the River Hooghly, a branch of the Ganges, regarded by Hindoos as the continuation of the sacred stream, and is distant by the river's course about a hundred miles from the sea. Its extent along the bank of the Hooghly from north to south is about four miles and a half, and its breadth from thence to the Circular Road measures about a mile and a half; the entire site, which comprises an area of nearly eight square miles, being inclosed between the river and the line of the old intrenchment known as the Maharratta Ditch. The approach to Calcutta by the river from the sea is marked by a series of elegant mansions at Garden Reach, surrounded by lawns which descend to the water's edge. Off this point anchorage is afforded to the magnificent steamers plying between Suez and Calcutta, by means of which the semi-monthly communication with Europe is carried on. A little to the north of Garden Reach are situated the Government dockyards; above these the canal designated Tolly's Nullah forms a junction with the river. To this succeeds the arsenal, and still higher up is Fort William. From this point the appearance of Calcutta is grand and imposing. Heber, writing more than thirty years ago, describes the scene from the fort as striking, "having on the left the Hooghly, with its forest of masts and sails seen through the stems of a double row of trees. On the right is the district called Chowringhee, lately a more scattered suburb, but now almost as closely built as, and very little less extensive than, Calcutta. In front is the Esplanade, containing the Townhall, the Government House, and many handsome private dwellings, the whole so like some parts of Petersburg that it was hardly possible to fancy myself anywhere else." Above the Esplanade, on the river bank, is Chandpaul Ghaut, the principal landing-place of the city; and from this point a noble strand extends northwards, along which are many fine buildings, including the Custom House, the New Mint, and other Government offices. Many ghauts, or landing-places, communicate with various parts of the town, and finally the Circular Canal bounds the metropolis at its northern extremity, and separates it from the suburb of Chitpore. A line intersecting the city eastward from Bebee Ross Ghaut, on the river bank, to the Upper Circular Road, may be regarded as the boundary between the native and the European divisions; the northern portion including the area appropriated to the native population, and the southern comprehending the space occupied by the European community. One point of difference, however, observable in the two localities is, that a considerable part of the European division is inhabited by "natives, chiefly Mussulmans and the lower castes of Hindoos, while very few Christians have their abode in the native quarter." In this last-mentioned division the streets, as in most Oriental towns, are narrow, though the houses of the wealthier classes are lofty. Some few are built in the form of a hollow square, with an area of from fifty to a hundred feet each way, which, when lighted upon the occasion of festivals, has a handsome appearance. The other division is European in character and appearance, as well as in population. It has its city and its court end, the one intersected by several noble streets, and the other adorned with the residences of Government functionaries and opulent merchants. In this latter quarter, which is called Chowringhee, the houses are constructed in the Grecian style of building, ornamented with spacious verandahs; and from their imposing exterior Calcutta has not unusually been dignified by the appellation of "The City of Palaces." Between Chowringhee and the river an extensive space intervenes, designated the Esplanade, on which is situated Fort William. This fort is stated to surpass every other in India in strength and regularity. Its form is octagonal, five of its sides being landward, and three facing the river. Its foundation was laid by Clive, who commenced the works soon after the battle of Plassey; and its completion dates from the year 1773. The fort mounts 619 guns.



SUPREME COURT.

TOWNSHALL.

TREASURY.

GOVERNMENT HOUSE.

MESSRS. SCOTT THOMPSON'S. NORTH-WEST OAK COMPANY.



MESSRS. PAYNE AND CO'S.

MILITARY CLUB.

MESSRS. CLARKE'S.

THOMPSON AND CO'S.

ORDNANCE OFFICES.

MOSQUE.

VIEW OF THE ESPLANADE, CALCUTTA, TAKEN FROM THE FOOT OF THE OCHTERLONY MONUMENT.—FROM A DRAWING BY MAJOR T. J. RYVES

In a work recently published by Messrs. Routledge and Co., entitled "Up Among the Pandies," by Lieutenant V. D. Majendie, the author gives his readers a glimpse of the City of Palaces, caught from the Esplanade:—"The setting sun is just shedding a thousand rays on the golden glittering points of a gilded and fantastical Hindoo temple or monument, so, before the fiery orb quite disappears behind that belt of palm-trees in the red-blushing distance of the West, let us view the fair and far extent of palaces and buildings which compose Calcutta itself. First, by its position, beauty, and size, stands the noble structure of Government House, while around it and beyond it, as though paying it homage, gather those hundreds of smaller

buildings—the clubs, the residences of the rich merchants, the public offices, the palatial hotels, the magnificent shops, the extensive warehouses, the churches and the temples—which have earned for Calcutta the hackneyed, but well-merited, title 'The City of Palaces.' Far away does this prospect of architectural beauties extend—far way, till it dwindles imperceptibly into the dirty native town, where the tapering minarets and the carved domes of temples rise high above the confined and squalid street, till the eye, lost in the misty distance, is satiated and glutted by this *embarras des richesses*. . . . All is active, bright, and interesting; and as one's eye wanders again and again over the scenes above described, you become conscious of

the absence of a something to which you have generally been accustomed, you miss some familiar object which you fancy should be here. What is it? Look attentively up at that blue sky, down at those snow-white houses, along the gay Chowringhee, and say what that 'something' is! Ah! Eureka! 'Smoke!' Citizen of London, think of that! Citizen of Birmingham, think of that! Citizens of Manchester and Liverpool, think of that, and realise it if you can! No smoke! And herein lies the secret—added to the brightness of the sun—of that astoundingly new, clean, fresh, cheerful *coup d'œil* which Calcutta presents. No murky vapours, in dark conspiracy with fogs and mists, hang black or gloomy, to shade by their

presence the clear outlines of the buildings, and to give that indefinable air of *tristesse* for which our own London is so justly celebrated; no curling wreaths of smoke to blacken freshly-painted houses and stain the unsullied purity of white glittering walls or bright green verandahs and venetians. And it is the absence of these dim and dulling vapours which gives to Calcutta something of the dazzling appearance of a town reflected in a highly-polished mirror, or in the clear surface of some unruffled lake, as the stranger views it through that sun-glint, which is ever dancing and sparkling before it. Such is Calcutta: such did it appear to me when I first beheld it—a bright, fairy city, unlike any place I had ever seen before."



MOURNERS WALKING ROUND THE COFFIN.

TABLES WITH MEAT-OFFERINGS TO THE GODS.

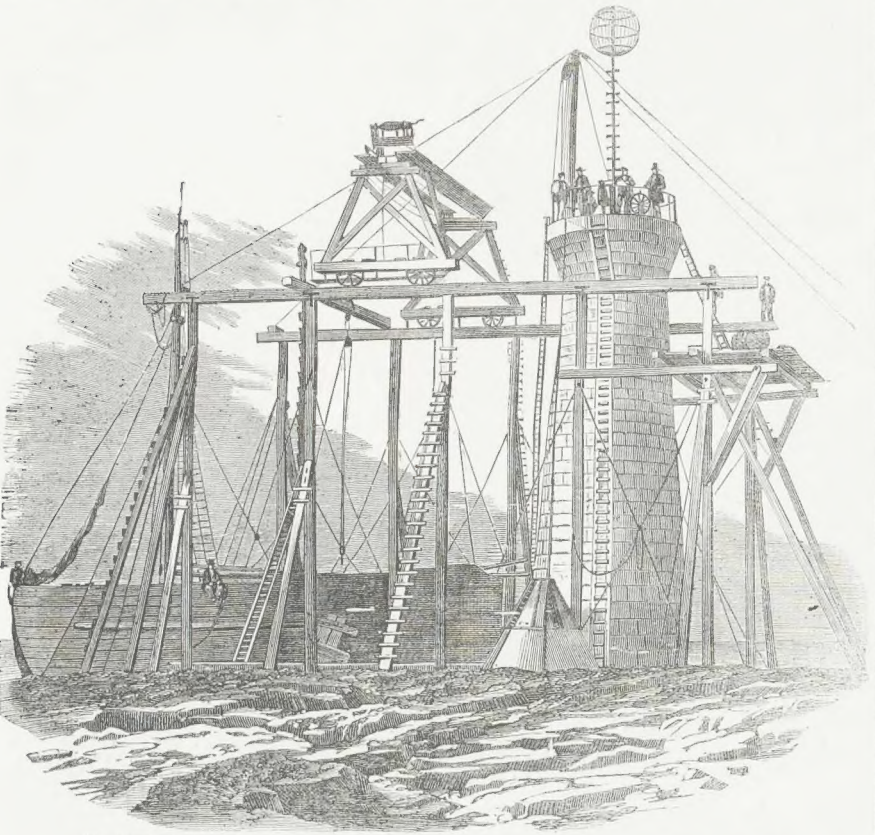
MANNERS AND CUSTOMS OF THE CHINESE IN 1859.—FUNERAL AT HONG-KONG.—SEE PAGE 279.

MONKSTONE ROCK BEACON.

THE Monkstone Rock, in the Bristol Channel, is four miles from Cardiff, and three miles from the Flat Holms Lighthouse. It is entirely submerged at low-water neap tides and bare only for about three hours at low-water spring tides, and is consequently very dangerous to the large amount of shipping continually navigating the Bristol Channel, but especially to those vessels trading to the port of Cardiff. Until lately the position of this rock has been shown by a cast-iron cone (which still remains, and is shown in the view of the new beacon), surmounted by a mast and ball, but, in consequence of the upper portion having been carried away, the Honourable Corporation of the Trinity House determined to erect some more solid and suitable structure to mark the dangers of the Monkstone Rock.

The new beacon, which is just completed, is of circular form, nineteen feet diameter at the base, and fifty-one feet six inches from the level of the rock to the top of the coping. It is built, solid, of large blocks of stone in cement, the stone being from the contractors' quarries at Newbridge. The coping, which is fifteen feet in diameter, is of granite, from the quarries of Messrs. Freeman, of Penryn, Cornwall. The mast is of wrought iron, thirty-one feet six inches long, and on the top is a globe or cage six feet in diameter. On each side of the tower wrought-iron steps are fixed, as well as steps on the mast, so as to enable shipwrecked seamen to take refuge inside the cage.

The staging erected by the contractors enabled them to carry out the work in a very expeditious and successful manner. The framework of the beacon was prepared and erected in heights of ten feet in the contractors' yard at Cardiff, and taken out to the rock in barges, the barges being grounded on a gridiron prepared for that purpose; the stones were then lifted, and placed on the beacon by means of the travelling-crane on the top of the staging, the platform to the right, above high water, being used for preparing the cement.



THE MONKSTONE ROCK BEACON IN THE BRISTOL CHANNEL.—FROM A PHOTOGRAPH BY EDWARD DAWSON.

OBITUARY OF EMINENT PERSONS.

LORD JAMES STUART.

Lord Patrick James Herbert Crichton-Stuart, M.P., whose melancholy and very sudden death occurred on the 7th inst., at Dunfermline House, Ayrshire, one of the family seats of his nephew, the present Marquis of Bute, was the younger son of John, Lord Mountstuart, by his wife, Elizabeth, daughter and sole heiress of Patrick Crichton, fifth Earl of Dumfries, and was the grandson of John, first Marquis of Bute, and the brother of John, second and late Marquis of Bute, and sixth Earl of Dumfries. He was born on the 25th of August, 1794, one month after his father's death, and was educated at Eton, and at Trinity College, Cambridge. He has been in Parliament for many years. He represented, first, Cardiff, from 1818 to 1826; then the counties of Caithness and Bute, from 1826 to 1830; the Ayr boroughs, from 1834 to 1835; and, lastly, Ayrshire, from 1837 till the time of his death. He was a Liberal in politics, and voted for the ballot and for short Parliaments. His Lordship was Lord Lieutenant of the county of Bute. He assumed, by sign manual, in March, 1817, the additional surname and arms of Crichton; and in the May of the same year obtained the precedence of a Marquis's son. He married, on the 15th of July, 1818, Hannah, daughter of the late William Tighe, Esq., of Woodstock, in the county of Kilkenny, and aunt of the present Right Hon. William Frederick Ponsonby Tighe, of Woodstock, by which lady, who survives him, he leaves a daughter, Mary Anne Francis, and two sons, James Frederick Dudley, Lieut-Colonel in the Grenadier Guards, M.P. for Cardiff, and now, by his father's death, heir presumptive to the marquessate of Bute and earldom of Dumfries, and Herbert Windsor, of the Foreign Office.

THE RIGHT REV. BISHOP CARR.

The Right Rev. Thomas Carr, D.D., late Bishop of Bombay and late Rector of Bath, was educated at St. John's College, Cambridge, where he was Senior Optime in 1813. He was consecrated first Bishop of Bombay in 1836, and retired from that diocese in consequence of ill health in 1851. He returned to England, and was appointed Rector of Bath, in 1854, and until prevented by the illness which brought on his death he discharged the duties of his rectory with great and beneficial zeal. Shortly before his demise he resigned the preferment. He died on the 6th inst., at Bath, deeply lamented, for he had by his unwearied assiduity and benevolent disposition won the respect of all parties there.

THE DEAN OF ST. ASAPH.

The Very Rev. Charles Butler Clough, M.A., Dean of St. Asaph, who died at his Donastery on the 4th inst., was a son of the very ancient and still flourishing family of Clough, of Tile Clough, county of Denbigh, and was the fourth son of the Rev. Roger Butler, of Bathfarn Park, Denbighshire, Canon of St. Asaph, by his wife Anne-Jemima, eldest daughter and coheir of James Butler, Esq., of Warrington Park, Sussex. He was born at Rervivatt, Denbighshire, in 1798, and was educated at Rugby, and St. John's Cambridge. He was, in 1816, ordained Curate of Mold, of which place he became Vicar in 1825, and continued there till he was made Dean

The beacon was designed by Messrs. Walker, Burges, and Cooper, engineers to the Honourable Corporation of the Trinity House, and executed by Messrs. Hemingway, Pearson, and Cooper, contractors for the Bute Docks, Cardiff. The staging was erected under the superintendence of Mr. James Greaves. The first stone was laid on the 19th of June; the mast and cage, which weigh upwards of two tons, were erected on the 12th of August; and the whole of the work was accomplished without a single accident in the short space of two months.

TRIALS AT MALTON.—Langton Wold, where, according to the Yorkshire belief, Snowball may still be seen "serving himself" with a phantom hare, met our eye for the first time lately. It was under an almost Italian sky that we scaled its tableland at last, and trod the little racoon, round which "Black Bill" measured so many Derby and Leam winners. Malton, rich with its red-tile roofs, snugly nestled in the hollow at our right, and behind us "the waves of shadow went over the wheat," as it lingered still uncut on the hills, which marked where the broken foreground of dell and coppice faded into the bolder scenery of the wolds. On the left, across the valley, is Langton Hill, on which more than one prophet, who was not deceived by the feint of walking the lot after exercise to the gate into the lane, has proudly swept the horizon on a trial-morning, with a six-pound-ten open-glass. Above "the turn for home" peeped the thick green woods of Castle Howard, amid which Velocipede and his three companions wound their stealthy way at night-fall to Hambleton, for the trial, which was the great chestnut's crack of doom. There is not a drop of lark blood on the Wold that morning. "Tox" with Pearl up, Volta, and nine others from Whitehall, are all at work, while John Scott walks by the side of F. Anson's pony, clapping his stick behind his back, and looks as if he would like to be "up and at 'em" the strange out-lying pickets, as they lean in a straggling line against the aged thorn which flank the gallop. He thinks he sees in each of them a second Mat Barlow, who was such a fearful scourge to him in his time; Harry Oxford and the two Gipsy have also known "what o'clock it is," so well as he could tell them, and so has the mighty Tom of Lanesgrave, who got the commission and stuck to it.—*Sick and Sealed, by the Doctor.*

NEW DRINKING-FOUNTAIN AT COVENTRY.

A PUBLIC fountain has just been erected at Coventry. It is eighteen feet six inches high, and stands upon three broad steps. It is built of the local red sandstone, triangular on plan, with light-panelled buttresses at the angles, and niches in each of the three sides, having a stoop to each, and canopy over, worked and carved. The whole terminates with a central pinnacle, surmounted by an ornamental gas-lamp of copper. The south side niche contains an ornamental pipe and a

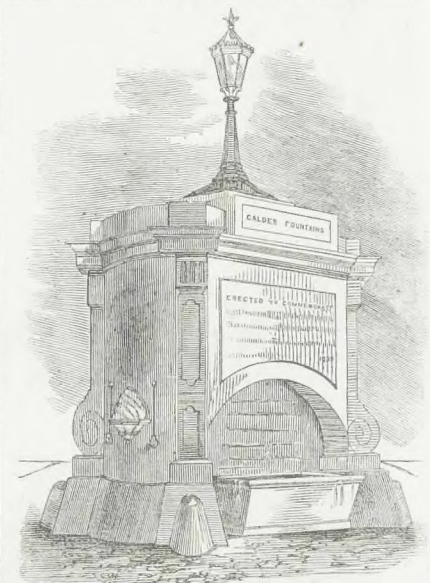


NEW DRINKING-FOUNTAIN AT COVENTRY.

metal cup, and below is a dog-trough, which constantly receives a flow of water. On a brass shield in the niche immediately over the pipe is an engraving of the city arms and the following inscription:—"Erected by the Coventry United Temperance and Band of Hope Association, 1859." The fountain was designed, gratuitously, by Mr. Thomas Pratt, architect, and was erected by Mr. Mault.

THE CALDER FOUNTAINS, BELFAST.

WITHIN the last year there has been erected in Belfast, by public subscription, a structure combining two drinking-fountains and two watering-troughs for cattle. It is situated on the wharf at the foot of High-street, and bears the name of the "Calder Fountain," in commemoration of the services rendered to the cause of humanity by



MONUMENTAL FOUNTAIN AT BELFAST TO CAPTAIN CALDER'S MEMORY.

the late Captain Calder, whose unostentatious worth and active benevolence are generally known in that part of the kingdom. These fountains were completed only a few weeks ago. Of their great usefulness we have ample proof in the fact that on one day 1850 individuals assuaged their thirst at them, and 270 horses drank at the troughs. On the east side of the monument is this inscription:—"Erected by public subscription as a memorial of the labours of Francis Anderson Calder, Commander R.N., in the cause of humanity, and to whom is to be attributed, between the years 1848 and 1856, ten water-troughs for the use of cattle in Belfast." "The righteous man regarded the life of his beast." A.D. 1859. The west side is inscribed as follows:—"Erected by public subscription in commemoration of Francis Anderson Calder, Commander R.N., founder of the Belfast Society for the Prevention of Cruelty to Animals, and for twenty years its active honorary secretary. 'Blessed are the merciful.' A.D. 1859."

Two smaller fountains have been recently erected by the Belfast Banking Company, at the rear of their premises, and one in Mountzouery's Market, by the Town Council; and at a public meeting, convened by the Mayor, held a few weeks ago, for the purpose of taking steps to establish more drinking-fountains in Belfast, the sum of £400 was subscribed.

and Chancellor of St. Asaph in 1854. He had been Archdeacon of St. Asaph from 1844 to 1854. He married, in 1817, Margaret Sidney, daughter of the late Edward Jones, Esq., of Wopre Hall, Flintshire, which lady died, in 1826, without issue. The Dean during a long life devoted himself to the secular and spiritual interests of the locality where his ministry lay. His great work was the Diocesan Church-building Society, which may be fairly attributed to his exertions, and which has very much increased the number of churches in the diocese of St. Asaph. His superintending care extended also to every charity, and to all matters connected with the welfare of St. Asaph.

SIR WILLIAM NORRIS.

Sir William Norris was the fourth son of William Norris, Esq., of the Old Jewry, London, and was called to the Bar by the Hon. Society of the Middle Temple in 1827. He two years afterwards proceeded to India, where he practised with considerable success. He was made a Puisne Judge in Ceylon, was advanced to be Chief Justice there in 1835, and was knighted on the 7th of November of that year. Sir William, who had also been Recorder of Penang, died at Ashurst Lodge, near Summingdale, on the 7th inst., in his sixty-sixth year.

BADEN-BADEN.—According to a letter of the 3rd inst. this place is now in its full swing of fashion. "Concerts, and balls, and dramatic performances," says the writer, "are crowding thick and fast upon us. I fear the 'waters' are a little neglected. The importations from Paris this year are very extensive as regards ladies, who wear very pretty hats with feathers, and put their hair in nets. They may be seen doing a little toilette occasionally; but they, too, are supposed to be here mainly for the salutary waters. I fear the mineral springs of Baden have much to answer for; in fact, they are said to be in connection with the infernal regions. I have nothing further to report about the doings of the English, except that many more are still waiting for rumination. Kicking now always dines at the hotel, and all his expenses are put down in the bill. I found him composing a letter this morning with a somewhat sad expression of countenance. 'I wish, old fellow,' he exclaimed, 'you would jump about the room whilst I write—I want to get up a troubling hand. I'm writing to the governor for tin, and am doing a severe illness.' A very respectable middle-aged man, and father of a family, has pawned his watch without telling his wife. He goes in for red and black, and intends to square his losses before he quits Baden-Baden. Mrs. Wodbury has tried her hand at the gambling-table, and now takes long walks, and 'hates the world.' Talow still plays, but he has looked up enough money to get home with, and which nothing on earth will make him touch whilst at Baden-Baden."

The Emperor Alexander has decided that libraries shall be formed in all the vessels of the Russian navy which make long voyages; and he has ordered that a sum of 800 roubles shall at once be given for the purpose from his private purse, and that an annual allowance of 50 roubles shall be made to every ship of the line and every frigate from the same source.

EPITOME OF NEWS—FOREIGN AND DOMESTIC.

The Queen has appointed H. Brown and J. Ellison, Esqrs., jointly, to be Surgeon and Apothecary to her Majesty's Household at Windsor.

The National Portrait Gallery, in Great George-street, Westminster, is closed, and will remain so till the 28th inst.

The Queen has approved of Mr. Samuel Rentsch as Consul at Melbourne for the Swiss Confederation.

The Museum of Practical Geology, Jermyn-street, opened on Saturday last; the admission is free on all week days but Friday.

The ceremony of cutting the first turf of the Border Union Railway took place on Wednesday week at Hawick, amid much rejoicing.

The gold medal of St. Peter's College, Radley, for this year has been awarded to Mr. H. C. B. Bazeley. *Proximo accessit*, Mr. F. J. Russell.

The Count de Chambord has arrived at Vienna on his way to Frohsdorf. Don Miguel is also at present in the Austrian capital.

Her Majesty's ship *Gorgon* has put into Queenstown, having lost her foretopmast during a gale; three men were lost.

The European Congress of Political Economy is to meet on Thursday next at Frankfurt. Among other important questions, that of the reform of the Zollverein tariffs will be discussed.

The *Andre Celeste*, from Martinique to Havre, with sugar, coffee, cocoa, melasses, &c., took fire at sea on the 7th of August, and was abandoned. The crew were saved.

Captain Elgee, of the 3rd Lancashire Militia, has been elected Chief Constable of the county of Lancaster, and Captain Sheppard, who retires, has had an annual allowance of £350 granted to him.

The Archduke Maximilian has ordered that all the curious objects brought home by the Austrian frigate *Novara*, from her voyage of circumnavigation, shall be exhibited to the public at Vienna.

A Maine law exists in the island of Tahiti. A French trader has just lost his stock in trade and been fined 250 dollars for selling intoxicating liquor to a native.

It is believed that an oyster-bed has been discovered off Kessingland, near Lowestoft. The quantity of oysters taken has at present been small, but their quality and size are very good.

The Emperor of Morocco is dead. Sidi Mohammed has been proclaimed Emperor at Fez and in Mequinez. Tranquillity prevails at Tangiers.

The council of the Evangelical Alliance have decided on holding their annual conference this year at Belfast. The council will meet on the 20th instant.

The Emperor Napoleon has commanded the Prefect of the Seine to continue the improvements in the suburbs of Paris on a gigantic scale.

A Belgian journal announces that the Count of Flanders intends to make a tour in Scotland, and that he will probably pay a visit to the Queen at Balmoral.

The Government emigrant-vessel *Annie Wilson*, 1119 tons, sailed from Liverpool on the 5th instant, for Sydney, New South Wales, with 405 emigrants, under charge of Surgeon Wallis, M.D.

The Hon. Frederick Villiers, son of the Earl and Countess of Jersey, met with a fall while trying a young horse on Saturday last, and dislocated his collarbone.

The violinist Seligmann a few days ago gave a concert at Wiesbaden, and the King of Holland, who was present, presented to him, at its conclusion, the decoration of the Oaken Crown.

Letters from Trebisond state that the town of Chirvan, in the government of Tiflis, had been buried beneath a mountain thrown on it by a recent shock of earthquake.

A night is about to be devoted at the Opéra at Paris to a colossal performance for the benefit of M. Roger. All the artistes of distinction in Paris express their desire to assist.

A Venice journal states that the Lloyd's steamer the *Roma*, which had been sunk to bar the passage in the Lagoons, has been raised, and that in a few days the two others would be also again afloat.

The Redditch Railway was inspected on Friday week by Captain Galton, of the Board of Trade, who expressed his entire approval of it, and sanctioned the opening for traffic on the 19th inst.

The visitors at the South Kensington Museum last week were:—On Monday, Tuesday, and Saturday (free days), 4231; on Monday and Tuesday (free evenings), 4266; on the three students' days (admission to the public 6d.), 685; one students' evening (Wednesday), 138. Total, 9320.

The mother of the late poet, Henry Heine, died on the 3rd inst., at Hamburg, in the arms of her son, M. Gustave Heine, proprietor of the *Freidenblatt* of Vienna. Madame Heine was carried off by cholera in the 88th year of her age.

The Right Hon. B. Disraeli, M.P., will preside at the annual meeting of the Lancashire and Cheshire Mechanics' Institutions, at Manchester, in October, to distribute the prizes awarded at this year's examinations.

The programme of the Liverpool Autumn Meeting this year will contain three additional races—viz., a handicap hurdle race on the first day, a steeplechase of 100 sovs. on the second, and a selling hurdle race on the third day.

The Woolwich authorities promise us one hundred and twenty Armstrong guns by the end of the year. That number of pieces are already in form, and they are being rapidly put through the various grades of construction.

Sir John Romilly has appointed Mr. Sainsbury, whose collection of original documents on Reubens has been lately published, to the staff of State Paper Calendarers. Mr. Sainsbury takes the department of Plantation Papers in hand.

The Reading Room of the British Museum was reopened to students on Thursday week, after the interval of seven days allowed for cleaning and other necessary purposes connected with its administration, and conducting to the comfort and accommodation of the readers.

A letter from Cherbourg announces that the electric wires are now completed, which extend along the entire coast from Cape de la Hogue to St. Pierre l'Eglise. These wires all meet at Cherbourg; they extend likewise to each extremity of the breakwater.

The museum of the late Hugh Miller has been preserved to the capital of Scotland. The price is upwards of £1000, of which Government contributes £500, the remainder being made up by contributions from the friends of Science and the admirers of one of her most gifted sons.

They have in Philadelphia, for a novelty, a vegetarian church. It is called the Church of the Bible Christians. The Rev. Mr. Metcalf is pastor, and the members are bound to live on an exclusively vegetable diet, and avoid intoxicating drinks.

One of the Polar bears in the Zoological Gardens at Brussels was found dead in the basin of their inclosure two days since, having been huddled to death by his more powerful companion, in revenge for his having ventured to swallow a cake which the other considered his property.

The Queen has approved of Mr. R. C. Janion, as Consul at Liverpool and Manchester; Mr. A. L. Hodges, as Consul at Ramsgate; Mr. S. Broad, as Consul at Falmouth; and Mr. W. D. Seymour, as Consul at Cork, Dublin, and Belfast, for the King of the Hawaiian Islands.

Mr. Edward Thornton, Chargé d'Affaires to the Argentine Confederation, is appointed her Majesty's Minister at Monte Video, in succession to Mr. W. Douglas Christie, whose appointment as British Minister to the Court of Brazil has been already announced.

Messrs. Gouin and Co., shipbuilders, at Nantes, have received orders from the Government to build nine iron dispatch-boats of small tonnage, intended for local service in the colonies. The steam-engines for these boats are to be constructed at the ironworks of Indret.

A fine strong specimen of the migratory locust was found a few days ago on the wall of the parish churchyard, Bradford. The insect was about three inches in length, and was quite active when caught. A similar visitant was taken up in a cornfield near Harrogate a day or two previously.

The three-gun battery to sweep the entrance of Weymouth harbour is completed; the Royal Engineers have commenced erecting a fifty-gun battery, which, when complete, will be mounted with Armstrong's long-range guns. The works for the protection of this part of the coast are progressing rapidly.

According to intelligence from St. Petersburg the Emperor has decided that, for the future, the prisoners sent to Siberia shall be divided into four categories—the banished convicts, the banished colonists, the exiles who after their time has expired are allowed to reside there, and the persons sent to Siberia for State reasons.

The *Ohio State Journal* mentions the manumission of twenty-one slaves, men and women, the property of the late Mr. Pleasant Burnet, of Mecklenburg, in the county of Virginia. Only those of his slaves who had served faithfully, and who were capable of taking care of themselves, were manumitted. Some good land and tools were provided for them.

CHESS.

TO CORRESPONDENTS.

NEWMAN AND HORNE, C. BARNER, CLAYTON, MICHEL, JANE.—Yes, correct, as you will see by our published Solution, but too late for acknowledgment in the list of last week.
F. C. of Chur.—The opening number of your *Schweizerische Schachzeitung* arrived duly. Who is the publisher in England?
N. FENSTER.—Black, if a good player, would, of course, frustrate your plan by moving Pawn to Q 4th; the suggested variation is therefore of no value.
JUVENIL.—1. Mr. Morphy has won six games to four of Mr. Lichtenheim, giving the odds of a Knight. 2. We know not.

*a. The majority of our Notices to Chess Correspondents are postponed for want of space.

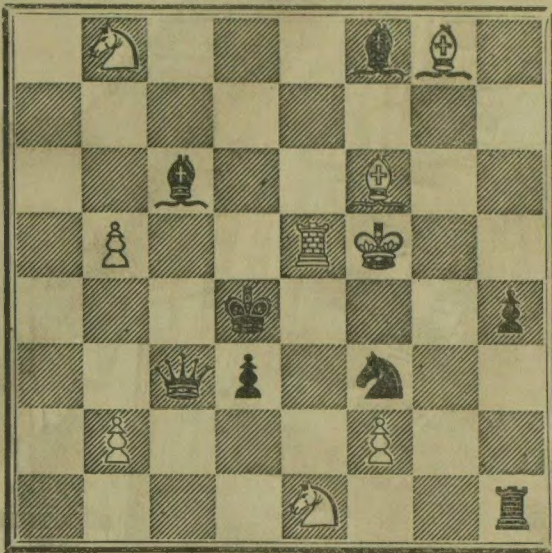
SOLUTION OF PROBLEM No. 812.

WHITE. BLACK. WHITE. BLACK.
1. B to Q 3rd (ch) Q to Q B 5th 3. B to K B sq Anything
2. B to K B 2nd P takes B 4. R to K Kt 7th
And mates next move.

PROBLEM No. 813.

By C. LEVENTHORPE, of North Carolina.

BLACK.



WHITE.

White to play, and mate in four moves.

BLINDFOLD CHESS.

TEN GAMES PLAYED SIMULTANEOUSLY WITHOUT SIGHT OF BOARD AND MEN.

Mr. Paulsen, the famous German player of Davenport (Iowa), thinks nothing, it is said, of contesting ten games at once blindfolded, against ten of the most skilful players of St. Louis, Rock Island, and Davenport. A correspondent, who was present at one of these inconceivable performances, and who has favoured us with the subjoined two games, says of this prodigy:—"I have recently become acquainted with Mr. Paulsen, and he often visits me. He is extremely diffident, rarely speaking at all unless spoken to. His retentive powers of memory are astonishing. After his return from St. Louis, where he had been to play ten games blindfolded, he came to my house, and there, four weeks after the performance, he played the games over move for move without the assistance of chessboard and men!"

TWO OF TEN GAMES PLAYED BLINDFOLD BY MR. PAULSEN AT ROCK ISLAND, GAME IV.

(Petroff's Defence.)

WHITE (Mr. P.) BLACK (Mr. —.)
1. P to K 4th P to K 4th
2. K Kt to K B 3rd P Kt to K B 3rd
3. K B to Q B 4th P to Q Kt 2nd
4. Castles B to Q Kt 2nd
5. Kt takes K P P to Q 4th
6. P takes Q P Kt takes Q P
7. Kt to Q B 3rd P to Q B 3rd
8. R to K sq B to K 2nd
9. P to Q 4th Castles
10. Q to K R 5th Q Kt to Q 2nd
11. Q Kt takes K Kt P takes Q Kt
12. K B to Q 3rd P to K Kt 3rd
13. Q to K R 6th K B to K B 3rd
14. P to K B 4th Q to K 2nd
15. Q B to Q 2nd K R to K sq
(This was ill-advised.)
16. Kt takes K Kt P
(From this moment the attack is capitally managed by Paulsen, who, according to his friend's account, never makes mistakes when playing without the chessboard, though he frequently does when he has it before him.)
17. K to R sq Q Kt to K 7th (ch)
And Black resigned.

GAME VII. IN THE SAME CONTEST.

(Q's Kt's Opening.)

WHITE (Mr. P.) BLACK (Dr. S.)
1. P to K 4th P to K 4th
2. Q Kt to Q B 3rd P Kt to Q B 3rd
3. P to K B 4th P takes P
4. K Kt to K B 3rd P to Q 3rd
5. B to Q B 4th Q B to K 3rd
6. Castles Q B to K 3rd
7. P to Q 3rd P to K Kt 4th
8. Q Kt to Q 5th P to K R 3rd
9. Q to K sq K B to K 2nd
10. P to Q Kt 4th K B to K B 3rd
11. Q R to Q Kt sq Q takes Kt
12. P takes B (dis ch) Q Kt to K 2nd
13. P to K R 3rd P to Q 2nd
14. P to Q Kt 5th P to Q 4th
15. P to Q Kt 6th P to Q 3rd
16. P takes P P takes P
17. P to Q Kt 7th Q R to Q Kt sq
18. Q takes Q R P to Q 4th
And Black surrendered.

CHESS IN THE METROPOLIS.

Clever Game played between Mr. O. F. SMITH and Mr. G. PAER.

(Scotch Gambit.)

WHITE (Mr. P.) BLACK (Mr. S.)
1. P to K 4th P to K 4th
2. K Kt to K B 3rd P Kt to Q B 3rd
3. P to Q 4th P takes P
4. K B to Q B 4th K B to Q B 4th
5. P to Q B 3rd Kt to K B 3rd
6. P to K 5th P to Q 4th
7. K B to Q Kt 5th Kt to K 5th
8. K B takes Kt (ch) P takes B
9. P takes P K B to Q Kt 3rd
10. Castles Castles
11. P to K R 3rd P to K B 3rd
12. Kt to Q B 3rd P takes P
13. K Kt takes P Q B to Q R 3rd
14. Kt takes Kt P takes P
And White resigns.

CHESS ENIGMAS.

No. 1117.—By C. BAYER, *Chess Monthly*.

White: K at K B sq, B at K Kt 2nd, Kt at K R 3rd, P at K R 5th.
Black: K at K R 7th, Kt at K B 4th, P at K R 3rd and K Kt 5th.
White, playing first, engages to win.

No. 1118.—By E. B. COOK.

White: K at Q 2nd, B at Q B 6th, P at K R 7th and Q R 5th.
Black: K at K R 7th, Q at K Kt 6th, B at K Kt 8th, Kt at K 2nd; P at Q 2nd, Q B 2nd, and Q 5th.

White to play, and win.

No. 1119.—By C. BAYER.

White: K at Q 8th, R at K 8th, B at Q B 7th, Kt at K 3rd, P at K B 3rd and Q R 4th.
Black: K at Q B 3rd, Kt at K B 5th; P at K 3rd and 4th, and Q R 4th.
White to play, and mate in six moves.

HYDRAULIC SLIPWAY AT CRONSTADT.

WE have at various times presented our readers with sketches and descriptions of ingenious contrivances adopted for what is technically termed "heaving up" vessels from the water on to the land for the purposes of repair, &c. In many of the plans a large amount of mechanical skill of a high order has been displayed. Among the names of patentees, dating from 1682, those of Thomas Lord Windsor, the elder Morton, in 1819, Miller, White, Brown, Law, and Turnbull stand conspicuous; and Mr. Edwin Clark has lately done good public service in bringing into practical use, at the Victoria Docks, London, the contrivance of Mr. James Scott, of Falkirk, which was patented in 1850, for a mode of lifting vessels by a series of hydrostatic presses, acting vertically. Mr. Clark's modification of this patent by the introduction of a species of pontoon, whereon each vessel is separately supported, admits of any number being lifted by the same apparatus, limited only by the area of basin-room into which they may be floated whilst under repair, and which basins, from the light draught of water required by the pontoons, even when loaded with their ponderous freight, do not require to be above four or five feet in depth.

It is, however, evident that by this system the keel of a vessel is constrained to follow the plane of the pontoon—viz., a horizontal line which, in case of a vessel being "hogged," is a serious drawback, as the vessel, in taking a different line of keel, becomes much strained.

In reviewing the various plans it is very evident that, however each inventor may be inclined to extol his own peculiar mode, to the exclusion of all others, each possesses its own merits, suited in one way or another to circumstances, and more particularly to local peculiarities.

It was this latter influence which in Cronstadt, owing to the natural form of the harbour in the part fixed upon as most convenient for a graving-slip, which rendered the adoption of the inclined plane a matter of necessity; and much ingenuity has been displayed by the officers of the Russian Engineers in the construction of the necessary dockworks under such peculiarly unfavourable circumstances.

This dock consists of two stone piers, running out into the harbour and inclosing a floor 800 feet in length, of which 580 feet is below water-line, the floor being laid through its entire length with six lines of massive iron rails, forming the roadway upon which the cradle, with its burden of 2000 tons, is to travel.

The construction of the whole of this machinery, of which the Cradle alone is the subject of our present Sketch, was, by the order of his Imperial Highness the Grand Duke Constantine, intrusted to Mr. Henry Grissell, of the Regent's Canal Ironworks, London.

This cradle consists of a midway 200 feet long, 32 inches wide, and 12 inches deep, borne upon two parallel rows of trucks or iron rollers 12 inches in diameter, each row containing 97 rollers, and two side-ways on either side of the midway, supported by 34 rollers of similar size. These six lines of rollers run upon the rails above mentioned.

The whole is strongly braced together with iron, forming one frame or carriage 200 feet long by 30 feet broad. Ten arms, weighing two tons each, are introduced on either side to form the staging, upon each of which a large timber wedge slides, carrying the required blocking to suit the lines of the ship.

This operation is performed with the greatest facility by means of a series of tackle and pulleys. The tridents shown on each side of the cradle are for the purpose of racking the various ropes and keeping them dry when the apparatus is under water and ready to receive the ship. There has been used in the construction of this enormous carriage 5200 cubic feet of oak, and nearly 100 tons of ironwork.

Along the midway, and immediately beneath the keel of the vessel, are arranged a number of hydrostatic presses, of short stroke but great power, and all connected together by a pipe. These, before the cradle is lowered, are all pumped up to a certain height, and the connection with the pumps shut off; thus the vessel, instead of landing on a rigid midway on the rigid pontoon of Mr. Clark, lands upon the presses, which immediately accommodate themselves as a cushion to any curve or inequality of the keel, some of the rams rising to meet any hollows, whilst the remainder sink to meet any other inequality. The water passing from one press to the other, they suit any unevenness of keel. It is only fair to mention that this portion of the apparatus is included in the clever design of Mr. Scott, of Falkirk.

The heaving up of the cradle with its enormous load of a man-of-war of 2000 tons, dead weight, is performed by means of two lines of flat traction-bars, composed of alternate single and double links of great strength, made under the patent process of Messrs. Howard and Co., by which each bar with its finished ends, constituting a single link, is rolled at one heat, thus avoiding the necessity of any further work upon it by the smith—a very great advantage, as it is well known that the frequent heating of iron considerably injures its tensile strength. The traction-bars are made of the finest iron that could be selected, and are capable of sustaining a very much greater strain than can ever be applied—the weight of the traction-bars alone is about forty tons. It is the first time flat links have been used in such a work, and they are considered far superior to the old round section.

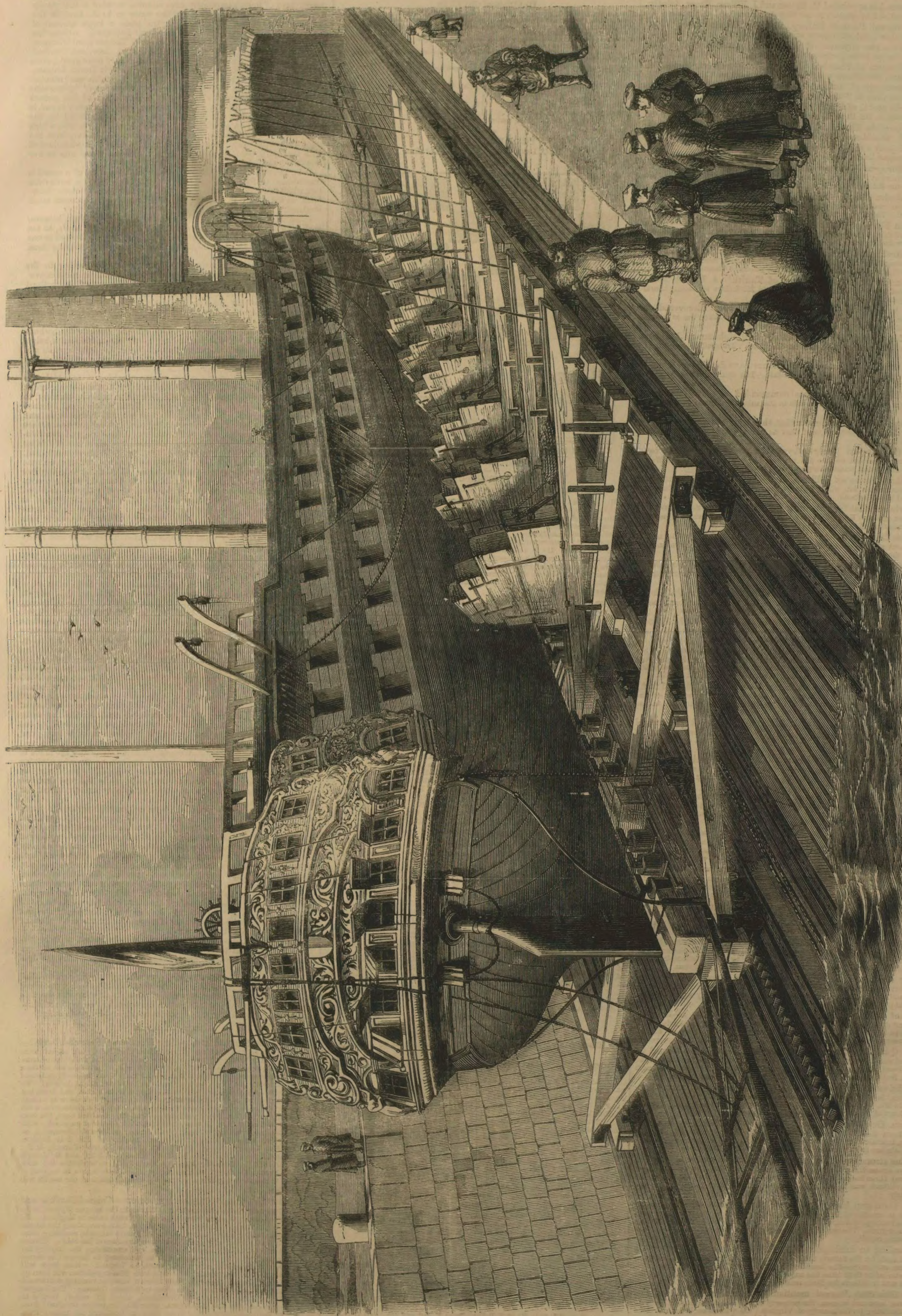
The motive power is supplied by an enormous hydrostatic press, working horizontally in the line of traction, upon the plan patented by Mr. Miller, of Glasgow, in 1849; it has an internal diameter of 15 inches, and an available stroke of 16 feet, and weighs upwards of twelve tons. The pumps for the supply of this hydrostatic monster are three in number, constructed entirely of brass, and worked by a 40 horse-power high-pressure steam-engine. The same engine also works the huge crab gearing, which is attached, for the purpose of hauling up and down the empty cradle. The whole of these works are, as we have before mentioned, contracted for by Mr. Henry Grissell, of the Regent's Canal Ironworks, London, who has undertaken its erection, as well as the hauling up and the launching of the first ship. No expense has been spared to render it the most efficient work of the kind yet produced.

Mr. Grissell has received much valuable information from Mr. Watt, shipmaster to his Grace the Duke of Buccleuch, and from other gentlemen who take an interest in engineering works of this description.

The total cost of this slipway is exceedingly small; and we feel much surprised that our own Government should not adopt more of this class of slipways in our own dockyards, as in many cases a ship can be hauled up, cleaned, and launched again in twenty-four hours, thus, for repairs, saving the expensive operation of dry-docking.

THE COURT TESTIMONIAL.—The *Manchester Guardian* says:—"We are glad to find that the claims of the Cort family are at last to be submitted to the judgment and generous feelings of the enlightened community of Manchester, who will best know how to measure the services which the inventions of the late Henry Cort have most assuredly rendered to the iron, cotton, woolen, and engineering trades of Great Britain. We have repeatedly drawn attention to the merits of this case, and trust our efforts to bring to light such unexampled benefits which have been conferred on the manufacturing and trading interests of Manchester have not been altogether in vain. We understand that Mr. Richard Cort, the only living son of Henry Cort, is now at Manchester, to confer personally with the parties most interested, and to afford any additional information required. The committee already formed consists of Mr. Ivie Mackie, Mayor; Mr. Thomas Bazley, M.P.; Mr. James Aspinall Turner, M.P.; Mr. Richard Cobden, M.P.; Mr. William Fairbairn, F.R.S.; and Mr. Joseph Whitworth, F.R.S. Mr. Fairbairn has headed the subscription list with £100. We trust, therefore, with such powerful interests now in support of the case, that something like a reasonable consideration of the merits will be obtained."

A NEW TELEGRAPH-CABLE EXPEDITION.—Colonel Shaffner and a party had sailed from Boston, United States, in the barque *Wynnan*, with the object of surveying a new route for a telegraph cable to England. He proposes to start for the Gulf of St. Lawrence, then coast along the shores of Labrador to Hopedale, or about 56 degrees north latitude, sounding occasionally to find a deep bay for the American terminus of his cable. Thence pass to South Greenland, sounding there, and examining the country for an underground line, in case it should be necessary to have a line across Greenland. Thence the route will reach to Iceland, where bays will be sounded and shores examined for land line. The expedition will then go to Faro Islands, where the wires will branch, one line running southward to Scotland to reach England; the other to Bergen, Norway. The longest cable will be from Labrador to Greenland, about 500 miles; thence to Iceland, between 360 and 500 miles, according to points touched; from Iceland to Faro Isles, 270 miles; from Faro to Scotland, 200 miles; from Faro to Norway, 300 miles.



NEW PATENT SLIPWAY IN COURSE OF BEING ERECTED AT CRONSTADT FOR THE RUSSIAN GOVERNMENT, BY MR. H. GRISSELL. — SEE PRECEDING PAGE.